beneficial in Jubbulpore and Bilaspur, but the prospects of the *kharif* crops are generally very good. Ground being ploughed for *rabi* sowings. Linseed sowing commencing in Chhattisgarh. Prices steady.

Burma.—For week ending 28th September.—There has been a fair fall of rain throughout Lower Burma, and agricultural prospects are good in all districts. In Upper Burma more rain is wanted in Shwebo; in other districts the fall is reported to have been sufficient and the crop prospect is fair. In Lower Burma the price of paddy has fallen slightly in Akyab, Thongwa, Thayetmyo, Amherst and Mergui, and risen slightly in Tharrawaddy and Henzada; in other districts the price is unchanged. In Upper Burma the price has risen slightly in Shwebo; in the other districts there are no fluctuations. The foodsupply is sufficient throughout the Province.

Assam.—For week ending and October.—Weather seasonable. Rainfall light. Reaping of early and transplanting of late rice nearly over. Tea and other crops generally doing well.

Mysore and Coorg.—For week ending 2nd October.—Rain in the Civil and Military Station of Bangalore 5'38 inches. Rainfall good throughout the State. Condition of crops and prospects good. No material change in prices.

Rainfall 2.73 inches in Coorg. Ragi crops damaged by unseasonable rains; other crops in good condition.

Berar and Hyderabad.—For week ending 2nd October.—Average rainfall 1'10 inch in Berar. Weather warm and cloudy. Crops in good condition. Fodder sufficient. Prices of foodgrains stationary. Cattle free from disease.

Rainfall in Hyderabad during the week 3'4 inches. Total since 1st January 32'7 inches. Abi crops prospering. Harvesting of some kharif crops commenced. Prices stationary.

Central India.—For week ending 2nd October.—Rain slight and partial; more wanted in Bundelkhand, elsewhere sufficient. Crops generally good. Prices falling in Goona and parts of Bhopawar; steady elsewhere.

Rajputana.—For week ending 2nd October.—Slight rain in a few places, Standing crops slightly damaged by locusts in Meywar, Jeypore, and Marwar, Rain much needed in Kerowlee, Harowtee, Ulwar, and Sirohi. Agricultural stock good. Pasturage sufficient. Fodder dear in Marwar. Prices steady generally.

Nepal.—For week ending 26th September.—Unusually heavy rainfall during two days. No damage however to the ripening crops. Prospects remain very good.

E. C. BUCK, Secretary to the Government of India.

### GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

No. XXIII. OF 1889-90.

### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used as far as possible.

			REK ENDING			FK ENDING		TOTAL REC FROM 1ST A TO 8TH SEPT 1888.	PRIL	FROM 1ST AP	RIL TO	Total	Total
Latest Return received.	RAILWAYS.	Total mean	Receipt	ş.	Total	Receipt	s.		Per mile		Per mile	Total increase in 1889-90.	Total decrease in 1889-90.
		length open.	Total.	Per mile open.	length open.	Total.	Per mile open.	Total,	open per week.	Total.	open per week.	107	
100	State Lines worked by		. Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	• Rs.	Rs.	Rs.
14th September 1889 14th ditto	Companies. East Indian (a) . Patna-Gyá . Dildárnagar-Gházipur	1,526 57	6,77,883 7,448 (b) 4,848	444 131  65	1,526 57 	6,97,728 7,475 (b) (c)	457 131 	1,84,98,207 1,53,878 (6) 1,63,410	527 140  95	1,89,29,603 1,88,233 (b) (c)	540 143 	4,31,396 4,355 	1,63,410
14th September 1889	Sindia Rajputana-Malwa Bengal Nagpur (d) Southern Mahratta (f) Do. Mysore Section Indian Midland Villupuram - Dharma-	75 1,664 186 850 140 136	3,37,944 17,507 68,651 10,871 7,927	204 94 81 78 58	1,672 305 850 290 740	2,32,000 (e) 21,007 54,958 17,418 (g) 41,475	71 64 59 56	78,27,646 6,97,374 17,34,84 2,46,436 3,20,572	205 163 89 75 102	86,85,593 (e) 8,02,060 18,57,418 3,39,016 g) 12,18,804	228 117 94 64 82	8,57,947 1,05,286 1,22,576 99,180 8,98,232	
7th ditto	verain (Nellore Branch) Bareilly-Pilibhit	83 36	5,139 1,131	62 32	83 30	4,413	53 33	1,12,405 341768	59 44	1,10,773 42,850	58 54	8,082	1,632
*	TOTAL .  State Lines worked by	4.753	11,41,369	240	5,577	10,78,254	193	2,98,13,538	273	3,21,75,550	260	23,62,012	
14th September 1889 14th ditto 7th ditto 14th ditto 7th ditto 14th ditto 14th ditto 14th ditto	Government. North Western (h) Oudh and Rohiikhand Bengal Central Wardha Coal Eastern Bengal Nathāti Tithoot	2,469 692 125 45 673 47 259	5,70,510 1,03,541 20,370 11,103 2,53,383 1,250 25,179	231, 150, 163, 246, 370, 47, 97	2,386 6,2 125 45 747 27 273	4,78,627 94,204 15,370 7,880 2,68,980 1,832 24,405	201 130 123 175 300 08 89	1,06,52,356 30,62,310 2,78,915 3,23,706 38,42,737 43,651 7,30,945	188 192 97 313 248 70 128	1,18,21,095 34,37,001 3,13,709 3,40,931 41,79,801 43,181 8,51,007	217 210 109 331 258 70 142	11,68,739 3,75,351 34,794 47,225 3,37,004  1,20,062	470
7th ditto	Lucknow-Sitapur- Sihramau Jorhat Cherra-Companyganj: Burma (i)	105 25 7 392	4,183 1,451 242 41,123	40 58 35 105	105 25 7 553	4,234 1,690 305 72,480	40 68 44 131	1,13,246 27,056 2,037 12,73,121	47 47 13 145	1,49,262 28,182 3,117 19,40,138	62 49 19 153	36,016 1,126 1,060 6,67,017	
	TOTAL .	4,819	10,32,403	214	4,985	0,70,019	195	2,03,50,100	184	2,31,08,084	204	27,37,984	
14th September 1889 7th ditto 14th ditto 7th ditto	Lines worked by Guaranteed Companies.  Madras South Indian Great Indian Peninsula Bombay, Baroda and Central India (1)*	840 654 1,497 461	1,59,516 1,10,334 (j) 5,40,554 2,22,525	190 169 361 483	840 654 1,440 461	1,58,662 1,14,112 (k) 3,99,73	189 170 271 336	37,51,763 24,92,329 1,90,85,902 ( <i>j</i> ) 55,01,814	194 166 553 519	40,97,423 20,10,493 1,44,80,540 (&) 57,36,381	213 175 439 544	3,45,660- 1,18,164  2,34,567	 45,99,356
	TOTAL .	3,452	10,32,929	299	3,305	8,19,310	241	3,08,31,808	388	2,69,30,843	3.17	- Miles	39,00,965
GRAND TOTAL (GUAR	ANTEED AND STATE) .	131024	. 32,06,701	246	13,957	28,67,583	205	8,09,95,446	271	8,22,14,477	262	12,19,031	
GROSS EST	IMATED EXPENSES .							4,24,62,725	142	4,29,79,044	137	5,16,319	
	NET RECEIPTS .			•••				3,85,32,721	129	3,92,35,433	125	7,02,712	
14th September 1889 31st August 1889 14th September 1889	Assisted Companies. Tarakeshwar Dibru-Sadiya Bengai and North-	23 	3,850	175	22	4,162 (m)	189	1,26,226 (n) 1,83,254	249 110	1,29,411 (0) 2,10,557	257 123	3,185 22,003	
7th ditto	Western	376 67	28,194 4,904	75 74	376	26,670 6,106	71 92	1,57,772	126	11,62,401	135	13,279	,
	TOTAL .	465	37,003	80	465	36,998	80	15,69,413	126	16,73,720	235	1,04,307	
	Native States.			200									1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
14th September 1889 .	His Highness the Nizam's Guaranteed .	310	33,153	107	354	41,868	118	7,13,461	109	9,88,897	122	2,75,436	-25
14th ditto	Gaekwar's His Highness the Gaekwar's Veramgam-	59	1,927	33	59	2,260	38	59,327	.44	59,434	44	107	15 W
14th ditto	Mehsána-Vadnagar . Bhávnágar-Go n d a I- Junagarh Porbandar		759 14,906	36 71	27 201	650 15,846	61	20,992 4,42,226	43	24,962 6,06,812	40 102 60	3,970 1,64,585 9,428	
14th ditto	Morvi. Jodhpore	791	2,410 4,249 57,404	35 34 73	6S 124 Sy3	2,741 5,100 68,465	40 41 77	83,071 1,59,448 14,79,125	54 56 86	1,50,989	53	4,45,068	8,459
			100000000000000000000000000000000000000	1	1		128	1	100000		1000000	TO SHE SHE	STREET, STREET

Includes the Dildárnagar Gházipur State Railway.
Included with East Indian Railway.
Included With Indian Midiand Railway.
Includes the Katni-Umaria Branch.
Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
Includes the Bellary-Kistna State Railway.
Includes the Sindia and Bhopal-Itársi State Railways.
Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.

Includes the Toungoo-Mandalay extension.
Includes the Dhond-Manmad, Khangaon, Amraoti, and Bhopal-Itarsi
State Railways.
Includes the Dhond-Manmad, Khangaon, and Amraoti State Railways.
Includes the Patri Branca.
Return not received
Total receipts from 1st April to 1st September 1888.
Total receipts from 1st April to 31st August 1889. (i) (j)

(k) (l) (m) (n)

M. C. BRACKENBURY, Major, R.E., Under-Secretary.



### SUPPLEMENT TO

### The Gazette of India.

No. 41. 3 CALCUTTA, SATURDAY, OCTOBER 12, 1889.

### OFFICIAL PAPERS.

A Supplement to the Gazette of India will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in Part VI of the Gazette.

Non-Subscribers to the Gazette may receive the Supplement separately on a payment of five Rubees her annum if

Non-Subscribers to the GAZETTE may receive the Supplement separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post. No Official Orders or Notifications, the Publication of which in the GAZETTE of India is required by Law, or which it has been customary to publish in the Calcutta GAZETTE, will be included in the Supplement. For such Orders and Notifications the body of the GAZETTE must be looked to.

### GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

### RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE FIRST QUARTER OF 1889.

No. 496 R. T., dated Simla, the 17th September, 1889.

RESOLUTION—By the Government of India, Public Works Department.

L and	again-
Neau	avani
T. A. C.C.	

Public	Works	Department	Resolution	No. 840-R. T., dated 9th September 1884.
" "	1)	"	,,,	No. 810-R. T., dated 8th September 1885.
31	23	11	,,	No. 902-R. T., dated 11th September 1886.
. 17	,,,	"	,,	No. 1106-R. T., dated 19th September 1887.
22	33	55	11	No. 0102-R. T., dated 28th December 1888.
"	1 27	))	"	No. 298-R. T., dated 3rd July 1889.

### Read also-

Director General of Railways' No. 157 (Statistical), dated the 23rd August 1889, forwarding the Abstract Returns of Accidents to Trains, &c., on the open lines of Railway in India for the quarter ended 31st March 1889.

OBSERVATIONS.—As compared with the average of the five\* corresponding previous quarters, the number of accidents to trains, rolling stock, permanent-way, &c., shows an increase of 42, or 6.59 per cent., with an increase of 1,977 miles, or 15.43 per cent. in the mean mileage open, and of 1,441,969 miles, or 12.24 per cent. in the train-mileage. The following are the Railways on which the more important fluctuations occurred:—

	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Acc	IDENTS.		TRAIN-MI	LEAGE.
Railway.	Number of ac- cidents.	Increase.	De- crease.	Per- centage of increase.	Per- centage of de- crease.	Per- centage of increase,	Per- centage of de- crease.
Rajputana-Malwa	80	9		12.70		16:34	
Bengal-Nagpur	24	13		118.18		30.50	
Southern Mahratta	50	21	•••	72'41		78.53	****
Indian Midland	26	19		271'43		462.17	***
North-Western	75	***	26		25.74	15.46	
Great Indian Peninsula	61	15	•••	32.61		5.41	
Dibru-Sadiya	II		19		63.33	12.08	
The Nizam's	18	9		100.00	•••	47.62	

<sup>\*</sup> Except where statistics for five quarters are not available for any line.

2. The increase of 9 accidents on the Rajputana-Malwa State Railway is chiefly attributable to 14 cases of "Failure of axles" having been reported against 4, and 16 cases of "Failure of couplings" against 10. There was a decrease of 3 accidents under "Trains or engines travelling in the wrong direction through points"; and of 3 under "Broken rails."

3. Of the increase of 13 accidents on the Bengal-Nagpur Railway, 5 were under "Goods trains or parts of Goods trains, engines, &c., leaving the rails" and 5 under "Trains running over cattle on the line."

4. On the Southern Mahratta Railway the number of accidents rose from

29 to 50 or 72'41 per cent., with an increase of 380'25 miles, or 80'05 per cent., in the mean mileage worked, and of 161,616 miles, or 78'53 per cent., in the train-mileage run. The increase chiefly occurred under "Trains running over cattle on the line" and "Trains running over obstructions on the line," the number recorded under the former being 26 against 16 and under the latter 6

5. On the Indian Midland Railway, the number of accidents rose from 7 to 26 or 271'43 per cent.; the mean mileage worked increased by 352'75 miles, or 339'18 per cent.; and the train-mileage by 205,925 miles, or 462'17 per cent. The number chiefly increased under "Goods trains or part of Goods trains,

engines, &c., leaving the rails," vis., from 1 to 11.

6. Of the decrease of 26 accidents on the North-Western Railway, 6 appear

of the decrease of 26 accidents on the North-Western Kallway, cappear under "Goods trains or parts of Goods trains, engines, &c., leaving the rails"; under "Failure of couplings"; and 5 under "Fire in trains."

7. On the Great Indian Peninsula Railway, there was an increase of 16 accidents under "Fire in trains," and a decrease of 7 under "Goods trains, or parts of Goods trains, engines, &c., leaving the rails."

8. The decrease on the Dibru-Sadiya Railway mainly occurred under "Passenger trains or parts of Passenger trains leaving the rails," from 7 to 2; under "Trains running over cattle on the line," from 7 to 1; and under "Failure of couplings" from 6 to mil

of couplings," from 6 to nil.
9. On His Highness the Nizam's Guaranteed State Railway, the only noticeable difference was an increase from 3 to 9 under "Trains running over

cattle on the line."

10. The casualties resulting from accidents to trains, &c., were among passengers and others: 1 killed and 9 injured, against 1 killed and 18 injured;

and among servants 2 killed and 8 injured, against 2 killed and 9 injured.

11. Of the casualties to passengers, 1 was killed and 4 were injured on the North-Western Railway in consequence of an up mixed train colliding with a ballast train at Kallur Kot, due to the driver of the mixed train running into the station against signals and on to the line where the ballast train was standing Three persons were slightly injured on the Great Indian Peninsula Railway by a down passenger train running into Nándgaon siding and colliding with a ballast train.

12. On the East Indian Railway when a pilot engine was returning to mile 130 for the balance of an up train, which had been left behind owing to the inability of the train engine to drag the load, it collided with the wagons which had not been protected by danger signals. Three railway servants were injured.

13. The following table exhibits the number of accidents under the different classes, due to accidents to trains, rolling stock, permanent-way, &c., and the number of persons killed and injured thereby, vide Tables Nos. 3 and 4:-

表面	The state of the s		Fir	est Qu	ARTER,	1889.		TOTA	
, to	Causes of Accidents.	Average of corre- sponding quarters		passe	of engers		of ants.		A Like
Serial No.		of five previous years.*	No.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
3	Collisions between passenger trains, or parts of passenger trains.  Collisions between passenger trains and goods, or mineral trains, engines and vehicles standing foul of the line.  Collisions between goods trains, or parts of goods trains.  Collisions between light engines.	10	1 9 22	 1	 7		3	1	9

Except where statistics for five quarters are not available for any line.

74	the the state of the state of	4 4.7 7 7 (c)	Fi	RST QU	ARTER	, 1889.		TOTAL	
	Causes of Accidents.	Average of corre- sponding quarters	No.	passe	of ngers others.	No Serv	of ants.	and Maria	
Serial No.		of five previous years.*	No.	Killed,	Injured.	Killed.	Injured.	Killed.	Injured.
5	Passenger trains, or parts of passenger trains leaving the rails	26	13						ý.,
6	Goods trains or parts of goods trains, engines, &c., leaving the rails.	70	77				1	ļ	T
7	Trains or engines travelling in the wrong direction through points	14	12						***
8	Trains running into stations or sidings at too high a speed	3	3						
)	Trains running over cattle on the line .  over obstructions on the	228	229						- 4
	line	26	43		1				
	crossings	) 11	14	•••					
2(a)	The failure of machinery, springs, &c.,	} 18	20		•••				
	of engines	49 I	45	•••					- 10
	" wheels		3						2
)	" axles	6	21						
}	brake apparatus		2						
)	,, couplings tunnels, bridges, viaducts, culverts, &c.	37	29	•			0 200	#	Y.
)	Broken rails The flooding of portions of permanent-	. 5	9	•••	•••				
	way	1	2					1	
	Slips in cuttings or embankments .	1	2					1	185
3	Fire in trains	57	64			:::			
,	bridges or viaducts	8 46	15 42		1	I	2	I	1
	Total august of commendia.		679	ī	9	2	8	3	ı
(de)	Total average of corresponding quarters of five previous years*.		. 637	1	18	2	9	3	2

<sup>\*</sup> Except where statistics for five quarters are not available for any line.

14. The principal variations occurred under "Passenger trains, or parts of passenger trains, leaving the rails," 13 against 26; "Trains running over obstructions on the line," 43 against 26; "Failure of axles," 21 against 6; and "Failure

of couplings," 29 against 37.

15. The decrease under "Passenger trains, or parts of passenger trains leaving the rails" was chiefly due to the number of accidents recorded on the Jorhat and Dibru-Sadiya Railways, being 'nil against 4 and 2 against 7, respec-

16. Of the 77 cases of "Goods trains or parts of Goods trains, engines, &c., leaving the rails," 11 occurred on the Indian Midland Railway and the same number on the Madras Railway; 8 on the Jorhat State Railway and a similar number on the Dibru-Sadiya Railway; 7 on the Eastern Bengal State Railway; 6 on the East Indian; and 6 on the Bengal-Nagpur Railway.

17. Of the 229 cases of "Trains running over cattle on the line;" 44 occur-

red on the Eastern Bengal State Railway; 27 on the Rajputana-Malwa State Railway; 26 on the Southern Mahratta Railway; 23 on the North-Western Railway; and 16, 15 and 14, respectively, on the South Indian, Madras, and East

Indian Railways.

18. The increase under "Trains running over obstructions on the line"

18. Southern Mahratta, Oudh and Rohiloccurred mainly on the Rajputana-Malwa, Southern Mahratta, Oudh and Rohilkhand, Eastern Bengal, and South Indian Railways.

occurred on the North-Western Railway; 6 on the South Indian Railway; 5 on the Rajputana, Malwa; and 5 on the Southern Mahratta Railway.

20. On the Rajputana-Malwa State Railway there were 14 cases of "Failure

of axles" out of a total of 21.

21. The decrease of 8 accidents under "Failure of couplings" was mainly due to decreases on the North-Western, Eastern Bengal, and Dibru-Sadiya Railways.

22. The number of cases of "Fire in trains" was the largest on the Great

Indian Peninsula Railway, viz., 32 out of a total of 64.
23. Of the 42 accidents classified as "Other accidents," 23 have been re-

turned by the Bombay, Baroda and Central India Railway.

24. The casualties to passengers from causes other than accidents to trains, &c., vide Table No. 2, were -

Causes of Accident.	FIRST QUA	RTER, 1889.	RESPONDIN OF FIVE	OF COR- G QUARTERS PREVIOUS RS.*
	Killed.	Injured.	Killed.	Injured.
From falling between carriages and platforms . Falling on to the platform, ballast, &c., when get-		4	1	2
ting into or out of trains	2	2	2	3
Whilst crossing the line at stations	2	•••	I	13.99
trains	3	19	2	14
Other accidents	1	10	3	5
Total .	8	35	9	24

<sup>\*</sup> Except where statistics for five quarters are not available for any line.

25. The accidents to servants in the employ of Railways or of Contractors, whilst performing duties connected directly with the transit of passengers and goods, from causes other than accidents to trains, &c., were as follows, vide Table No. 2:—

Causes of Accidents.		Quarter, 89.	OF FIVE	OF CORRE- QUARTERS PREVIOUS ARS.*
	Killed.	Injured.	Killed.	Injured
Ouring shunting operations	8	11	7	W II
Falling of engines, vans, wagons, &c. Coming in contact with over-bridges, &c., during the travelling of trains	•••	11	2	11
Coming in contact, while shunting, with vehicles,	/c	. 1	•••	2
&c, standing in adjoining lines	2		1	1
detting on or off trains, engines, &c.	1	7	4	10
Whilst loading, unloading or sheeting	***	22	2	17
Whilst breaking, spragging, or choking wheels		3		2
Whilst working at cranes or capstans		5	***	3
Whilst walking along the line on the way home, or to work	•••	6	2	6
Whilst walking, crossing, or standing on the line	I e		I	1
Whilst passing between vehicles	6	8	6	5
Whilst attending to the machinery of engines, cleaning them, &c.	1		I	3
Whilst attending to gates at level crossings		5	1	5
alling or being caught between vehicles and plat-	1	I	•••	2
'alling of ladders, scaffolds, platforms, &c	•••	3 6	1	I
By falling of lamps, wagon doors, timber, weights,	1	6	I	3
&c	***	16	I	. 6
Whilst coupling or uncoupling wagons.	2	9	1 .	7
nscellaneous	5	35	4 +	26
TOTAL .	23	150	35	121

<sup>\*</sup> Except where statistics for five quarters are not available for any line.

26. Of other persons killed and injured by running trains, &c., 3 were killed and 5 injured, whilst passing over the line at level crossings; 34 were killed and 15 injured, whilst trespassing on the line; 11 committed suicide, and 7 were killed and 1 was injured from miscellaneous causes.

27. The following table exhibits the total number of persons killed and injured from all causes on the whole Indian Railway system, as compared

with the average of the corresponding quarters of five previous years, vide Table No. 1:-

CAUSES OF ACCIDENTS.			18	First C	QUARTER, 89.	AVERAGE OF SPONDING OF FIVE I	QUARTERS
				Killed.	Injured.	Killed.	Injured.
Passengers. From causes beyond their own control From misconduct or want of caution		•	•	1 8	11 32	I 8	20 23
Servants.  From causes beyond their own control From misconduct or want of caution		1.00		9 21	30 128	5 33	13 119
Others. Whilst passing at level crossings Trespassers including suicides Other persons	•	•		3 45 7	5 15 1	1 36 2	1 10°
	Тота	L		94	222	86	185
TOTAL OPEN M	IILEAG	E		12	1,792	12	,815
TOTAL TRAIN-M	IILEAG	E	•	13,2	24,461	11,78	82,492

<sup>\*</sup> Except where statistics for five quarters are not available for any line.

28. In addition to the above, 4 persons are reported to have been killed and 40 injured in yards, workshops, &c., and 160 persons to have died in carriages and at stations from causes unconnected with the working of trains.

RESOLUTION.—The large number of failures of axles on the Rajputana-Malwa Railway again attracts notice, 14 cases having occurred during the quarter under review. Failures of couplings on the Rajputana-Malwa Railway take a large proportion, the failures being 16 in a total for all Railways of 29.

The Government of India also observes that, in the cases of "Fire in trains," the large number of 32, or one-half, is recorded as having occurred on the Great Indian Peninsula Railway, out of a total of 64 for all Railways.

Cases of trains running over obstructions on the line have increased considerably, the number reported for the quarter being 43 against an average of 26 in the corresponding quarter of five previous years. The increases are mainly on the Rajputana-Malwa, Southern Mahratta, Oudh and Rohilkhand, Eastern Bengal and South Indian Railways.

The decrease in the total number of accidents on the North-Western and on the Dibru-Sadiya Railways is satisfactory.

ORDER.-Ordered that this Resolution be communicated, for information,

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.

The Chief Commissioners of the Central Provinces, Burma, and Assam.

The Resident at Hyderabad.

The Agents to the Governor General for Central India, Rajputana and Baluchistan.

Baluchistan.

The Director General of Railways.

The Consulting Engineers to the Government of India for Railways,
Calcutta, Lucknow, and Central Division.

to the Local Govern-

Administraments,

tions and Officers

noted in the margin.

Ordered also that copies be forwarded for the information of Her Majesty's Government.

Ordered further that this Resolution, with the Abstract Returns, be published in the Supplement to the Gazette of India.

M. C. BRACKENBURY, Major, R.E.,

Under-Secretary.

Documents accompanying.

Abstract Returns of Accidents for the first quarter of 1889.

### TABLE No. 1.

## GENERAL TOTAL.

NUMBER of Persons reported during the First Quarter of 1889 as Killed or Injured on the several Railways open for Traffic in India, distinguishing between Passengers, Railway Servants, and

			1	PASSENGERS.	0.8 kg.		M	RAILWAY SE	SEEVANTS, 0	OR SERV	OR SERVANTS OF CONTRACTORS	NTRACTOR	8			OTHER 1	PRESONS		*		
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Average for any lug previous		Lucknow-Sitapur-Sihramau   ing previo	,	Average for ing previo	~	(Average for			(Average for	,		GUARANTEED COMPANIES.	(Average for	<b>∵</b>			•	Great Indian Peninsula Ing previo	Barnda and Central ( Average for 5 correspond-		ASSISTED COMPANIES.	٠	<b>∵</b>	(Average for			· · · ·	·	Sengal and North-Western . mg previo	(a) Includes the Patna-Gya, Sindia, Dildárnagar-Gházipur and Tárakeshwar[Railways for five quarters; and the Indian Midland Railway for four quarters.  (b) Includes the Patna-Gya, Dildárnagar-Gházipur and Tárakeshwar Railways for three months; and the Sindia State Railway for two months.  (c) Includes H. H. the Garewar's virangam Mehsana-Vadnagar State Railway.
Average for 5 corresponding previous quarters.	1889	Average for 2 corresponding previous quarters.	2007	Average for 3 correspond- ing previous quarters.	1889	CAverage for 2 correspond-	ing previous quarters.	1889	Average for 5 correspond-	ing previous quarters.			Average for 5 correspond-	ing previous quarters.	(Average for 5 correspond-	ing previous quarters.	Average for 5 correspond-	ing previous quarters.	5 correspond-	ous quarters.		Average for 5 correspond.	ing previous quarters.	Average for 5 correspond.	ing previous quarters.	(Average for 2 correspond-	ing previous quarters.	4 correspond-	ing previous quarters.	and Tárakeshwar[Ra akeshwar Rai]ways lagar State Railway.
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TABLE No. 1-concluded. GRNERAL TOTAL.

Number of Persons reported during the First Quarter of 1889 as KILLED or INJURED on the several Railways open for Traffic in India, &c. -concluded.

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				PASSENGERS,	GERS.		RA	RAILWAY SERVANTS OR SERVANTS OF CONTRACTORS	RVANTS OF	SEEVANT	IS OF COR	TRACTORS.			0	OTHER PERSONS	RSONS				
Mean mileage open.	RAILWAYS.	From (beyond own C	From Causes beyond their own Control.	From their own Misconduct or want of Caution.	ir own net or nution,	Total.		From Causes beyond their own Control.		From their own Misconduct or want of Caution.	300	Total.	Whilst passing over Railways at Level-Crossings.	assing ways at ossings.	Trespassers and Suicides.	(Cont. 1877)	Miscellaneous, not included in preceding columns.	ous,	Total,	1	TOTAL ALL CLASSES.
		Killed.	Injured.	Killed. Ir	Injured, K	Killed, In	Injured, Kil	Killed. Injured.	red. Killed.	d. Injured.	d. Killed	Injured.	Killed,	Injured. R	Killed. In	Injured. K	Killed, Inju	Injured. Kii	Killed. Inju	Injured. Kill	Killed. Injured.
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	(a) Includes the Barielly-Pilibbit State Railway.		1 (9)	ncludes th	(b) Includes the Bezvada E	Extensio	.g				(c) Exce	ont where	statistics	an oay to	orfore are	mot avail	while for an	. Hac		-	-

TABLE No. 2.

### TARLE

NUMBER of PERSONS reported during the First Quarter of 1889 as KILLED or INJURED on all RAILWAYS open for practicable, the Nature and Causes of the

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			See	11-	ABLACE OF	COMPANIE	3732,3275	-	R TH	AN A	CCI	the	TS TO	TR	AIN	8, &0				See	-		1	ns,	1	er-	9	nt- in	1	es,	or
	RAILWAYS.	•	From accidents to trains, &c. Table No. 4.		1. From falling between carriages and platforms.		2. Falling on to the platform, panase, &c., when getting into or out of		3. Whilst crossing the line at st	Mone	4. By closing of carriage doors.	Palling out of earriages during	travelling of trains.	A. Other accidents.		Total.		TOTAL PASSINGERS.		From accidents to trains, &c.		1. During shunting operations.		2. Falling off engine vaus, wagons,	åe.	3. Coming in contact with over-	of trains.	4. Coming in contact, while shunt- ing, with vehicles, &c., standing in	adjoining lines.	5. Getting on or off trains, engines,	6. Whilst loading, unloading,
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Killed.	Injured.	Killed.	Injured.	Killed,	Injured.	Killed.	injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Killed.
5 6 7	Rajputana-Malwa (b) Bengal-Nágpur (c) Southern Mahratta(d) Ditto Mysore Section Indian Midland (e) North Western (f) Oudh and Rohilkhand (g)		1	201		1	1		1				11 11 44 11 6	3	1 4 2	4 1	3  6 2		3 8  3  10 2		3 1 1 1	 1 1  1 	3   2 1		 2   1		1			1	1
22 33 44 55 66	Nalháti Tirhoot Lucknow-Sitapur-Sihrámau Jorhát Cherra-Companyganj		hseb.	224	111111		   1	2						1		  i			2 1 2	111111	1	   	1		1	1000.77					1
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7 8	FOREIGN. Pondicherry West of India Portuguese				:: :::			(6,558)		5525090		800 O BU			1000	::			::	1979		701100		100		46579	0.000	30000		k ed r m	
9 0 1 2 3	NATIVE STATES. H. H. the Nizam's Guaranteed (H. H. the Gaekwar's Bhávnagar-Gondal-Junágarh-Pobaudar. Morvi Jodhpore	r- 											31			8			1		8		11								
	TOTAL Average for 5 cresponding prous quarters (o	or-			)								21						40		11		11		1			2 1		1 4	

<sup>(</sup>e) Includes the Bhopal-Itárai State Railway for three months; and the Sindia State Railway for one month.
(f) Includes the Auritsar-Pathánkot and Rájpura-Bhatinda State Bailways.
(g) Includes the Benares Branch.

No. 2.

Traffic in India, distinguishing between Passengers, Railway Servants, and Other Persons, and classifying, as far as Accidents occasioning the Death or Injury.

ANT	00000	SES	OTHE	B TH	AN A	CCID	ENT	5 TO	TRA	INS,	&c.														1						от	HE	RS.							
7. Whilst braking, spragging or chocking wheels.	working at cranes or		9. Whilst working on the perma-		10. Whilst walking along the line		erossing, or		12. Whilst passing between ve-		13. Whilst attending to the machin-	1	14. Whilst attending to gates at		15. Falling or being caught be-	tween vehicles and platforms,	16. Falling off ladders, scaffolds,	17 By fulling of lanns wagen.	doors, timber, weights, &c.	18. Whilst coupling or uncoupling	wagons.	19. Miscellaneous.		Total.		TOTAL SERVANTS.		Whilst passing over the line at	level-crossings.	Transcort	Attendances.		Suicides.	Miscellaneous.		TOTAL OTHERS.		TOTAL ALL CLASSES.		er.
		1.1		Injured.	Killed.	Injured.	Killed.	Injured.	Killed.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	. Killed,	Injured.	Killed.	Injured.	Serial Number
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the Bengal Central Railway.
the Toungo Mandalay Extension.
the Toungo Mandalay Extension.
the Villupuram Dharmayaram State Railway, Nellore Branch, and Pondicherry Railway.

<sup>(</sup>t) Includes the Patri Branch.

m) Includes the Bareilly-Pilibhit State Railway.

(n) Includes the Bezvada Extension.

(n) Except where statistics for five quarters are not available for any line.

### TABLE No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &C., reported during the First Quarter of 1889 as having occurred on the several RAILWAYS open for Traffic in India, distinguishing the different Classes of Accidents and the Number of Passengers and Others, and of Railway Servants Killed or Injured in each Class of Accident.

															SE	SEE ALSO TABLE No. STATE IMPRETAL.	ALSO TABLE N. STATE IMPRETAL.	BLE	No. 4.			4													1 (
			EAST I	EAST INDIAN (a).	(a).				BAST	DEANA	RASPUTANA-MAUWA	14 (6).				BENG	BENGAL-NA'GPUB. (c).	GPUB.	(0).			So	UTHER	SOUTHERN MAHERITEA (d).	HEATT	A (d).		Sor	SOUTHERN MAREATTA MYSORE SECTION.	NAH.	BATTA	Mrse	S HEC	мсто	1 16
	No	Nur Pass and c	Number of Nessengers and others.	Number of Servants.	per of ants.	Total all Classes.	all es.	S.	Number of Passengers and others.	gers hers.	Number of Servants.		Total all Classes.	, ×		Number of Passengers and others.	rers S	Number of Servants,		Total all Classes.		Pa and	Number of Passengers and others.	re ser	Number of Servants.		Total all Classes.		\$1000 E 1000 E 1000	Number of Passengers and others.	N S 5	Number of Servants.	Management and American Street Street	Total all Classes.	all all
		Killed.	.berulal	Killed.	Injured.	Killed.	Injured.		Killed.	, .bərnini	Killed.	.bərujuI	Killed. Injured.			Killed.	.boxulal	Killed,	.beaulal	Killed,	.bənıçal		Killed.	Logured.	Killed,	Infured.	Linjured.	No.		Killed,	beaufai	Killed,	*boruţal	Killed,	.bezuļa
<ol> <li>Collisions between passenger trains, or parts of passenger trains</li> <li>Collisions between passenger trains and goods</li> </ol>	i	1	1	10	1	i		ī	1	1	1			——————————————————————————————————————				:	<u> </u>	-			-		100	-		1		1 1	-		9 20000		Ι, :
or mineral trains, engines and vehicles standing foul of the line	1	1	1		1	1	1		1	i	:		1	1			:	:	- :	<u></u>		:	1			•		-		1		•			
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O. rassenger trains, or parts or passenger trains, areaing the rails.	1	1	1	I.	:	1	:	1	i	i	:	•	•	- 1	900		•	:		•		-		- 1		<u>:</u>			-	:					
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tion through points Trains running into stations or sidings at too	i	i	1	i	į,	:	:	:	i	i	:	-			00	1			- i - i			1		<u> </u>	<u> </u>			<u> </u>		:	1	:			
high a speed Trains running over cattle on the line			:	:	1	;	1	: 0	i	:	:				63 0				1	-			-			1				8 1	* !	1	•		
Ditto over obstructions on the line		: :	*	1	1 1	1 !		90	1 1	1 1	í	1 1			-		1 1	11	: :	11		9	11	11	1 :		1 1			11	1 1	1 1			A CO
e bursting of	1 1	11	::	1	: 1	1 1	: :	9 :	: :	: ;	: ;	: : : :	11		•	11	11	::	11	11		11	1 1	1 1	1 1	: :	11	1 .		11					3 3
e failure of	: :	1 :	1 1	1 1	1 1	: :	: :	2	: :	1 1	11	1 1		11		11	11	11		11	, ,	1 2		1 1		; ;	11	10							
Ditto	: :	: :	1 1	1 1	1 1	1 :	1 1	::	: :	; ;	1:	11						1	1 1	25.00	-	11			1		11	11							
of	1:	11	1 :	1 1	11	: :	1:	14	; ;	1:	4	1/4				31333	1							-			1								
Ditto of	1	1	1	1	1		1	16	1	1	1											2							1						
Broken rails	::	::	1 1	1.1	1 :	: :	; ;		: :	1:	; ;	:					1	-	1	1				•	-		i 	1 —		-	•				
21. The flooding of portions of permanent-way	11	1	: :	: :	1 1	:	: :	:	1	i		Transfer Research	1												24 ( C) 2. (2070										
Fire in trains Fire at stations, or involving injury to bridges	1		1	1	11.	:	i	-		1					1005				1 1	1 1		. 60	: :					1 1			1 1				1 1
or viaduets	::	11	11	11	11	11	: 1	12	1:	1:	11	11	11		67	11	11	11	11	11	1	1 .	11	- :		<b>-</b> :	- 1		11	1 1	11	11			
TOTAL ALL CLASSES	31	1	*-		8		4	80	1		:				24	:   :	1:		:   :	i 	١.	20	i 	-	1	1	-	1	6	1:	1:	1:	N NORTH CONTROL	;	
Number of passenger miles of servants employed Train-mileage of all descriptions			268,1	268,100,045 26,971 2,180,442	10 -1 00					123,359,961 12,158 1,643,862	13,359,961 12,158 1,643,862					1	7,255,122 2,465 175,052	122 465 052					83	28,735,828 5,935 367,411	828						5,605,293 1,723 46,963	293 ,723 963			
										1																									

(b) Includes H. H. the Gackwar's Virangam Mehsans-Vaduagar State Railway. (c) Includes the Raint-Umaria Branch (d) Includes the Bellary-Kistus State Railway. Not a passenger, but a cart man was injured on the Sindia State Railway.
 Includes the Patna-Gya.
 Includes the Patna-Gya.
 Indianay for two months; and the Sindia State

Number   N	National Property													STATE	STATE IMPREIAL-		SEE A	SEE ALSO TABLE No.	TABL	E No	4										ST	STATE PROFINCIAL.	OVING	IAE.		
No. of the Control	No. 10.00   No.			INDIA	w-Mini	LASD (	a).				Nouth	WEST	March 1970				Опри		CORILE	HAND					WARD	HA CO	AE.				EAST	ERN B	REGERI	3		
19-001031   1   1   1   1   1   1   1   1   1				Num of Passen and oth		Tumber		rotal a	Top or the second		Numbe of ssenge		mber o		al all ses.	No.	Nu. Pass and o	mber of snrers		ber of ants.	FREE PROGRESSION CO. CO. CO.	l all ses.		Nur Passe and o	nber of ngers thers.	Numb	er of	Total	all see	THE PROPERTY OF	Num of Passen and oth	gers lers.	Numbe	\$500.0000000000000000000000000000000000	Total	all es.
1	1			Killed.					•						.beauful		Killed.	.bərnini	Killed.	.boxujaI	Killed.	Injured.		Killed,	.bewia!	K IIIed.	.beauful	Killed,	.beaulul		Killed.	.bezulal	Killed.	.beanial	Killed.	.beinfal
1	11   1   2   1   1   2   1   1   2   1   1	1. Collisions between passenger trains, or parts of passenger trains	·	i										. 1	i	- I	i	i i	ı.	ı.	1	1		- 1	1	12	1	1		i	1	100000000000000000000000000000000000000	:		1	:
11   12   13   14   15   15   15   15   15   15   15	11   11   12   13   14   15   15   15   15   15   15   15		1	!	1	:	i			1			1	-	5	:	1	:	1	:	1	i	1	. 1	i	:	i	1	1	4	1	;	:	-	1	-
11   11   11   11   11   11   11   1	11   11   12   13   14   15   15   15   15   15   15   15		1.1	11	114	1.1	11	11		eo .			1.1	11	11	11	1.1	1.1	11	1:	11	1.1	11	1.1	11	11	11	11	11	۱G :	!!	11	11	11	11	11
11   12   13   14   15   15   15   15   15   15   15	11   11   11   11   11   11   11   1		•	!	1	1				1	•		1	ij	1	i	:	:	•	;	1	:	1	at.	:	1	1	1	;	-	1	1	1			1
\$	1		11	1	1	i	i	1		4	:		1	1	1	1	•	1	1	1	1	1	i	1	i	ı	1	i		7	1	1	:	;	:	:
1	## 15   15   15   15   15   15   15   15		8	i	i	i	1					•		:	ai.	1	19.59.8M	1	1	;	I		1	1	1	;	ı	1	1	ro.	:	1	1	;	1	
Direct cover obstanctions on the line	2		. 4	1 1	; ;	;;	11	11					1 :	11		: 00	11/2/15/2	11	11	1 1	1.1	11	1.1	1 1	1	1 1	1 1	11	1 1	. 44	1 1	1	1.		1	:
1	1	Ditto Ditto	67	1 1	1:	1	. 1 1		.,		: ::			; ;	; ;	4 :	Kuntha	1 :	11	. :	; ;	11	1	1		1	1	1 1		· ·	1	1				
4	4	12. The bursting of boilers of engines	11	1	1	1 1	11	11						1 1		: 8	; ;	11	1	: :	: :		11	1	1.		1	1		•	1	1				
District of wheels   Distric	Ditto of acides   Ditto of complete,   Ditt	13. The failure of machinery, springs, &c., of engines	7	i	1	i	1						1	i	1	: :	:	1	:	i	:	1	1	1			1	i		60	1		1			
Ditto of brake apparatus   Ditto of complings   Ditto of complines   Ditto of complines   Ditto of complines   Ditto of complex   Dit	Ditto of complete system and the state of tentrols are already and the state of tentrols are already bridges, vialuets, control of cuttors of control of cuttors are already bridges, vialuets, control of cuttors of cutt	Ditto of wheels	1	1	1		1	1						1 1	: i	1	ı.	1	1		1 1	1	11	1 1	1 1	1 1	1 1	; ;	1 1	, ,'	: :	1 1	1 1	1 1	: ;	11
Ditto of couplings, vialueles, pridges, riadueles, pridges, vialueles, bridges, vialueles, vialueles, bridges, vialueles,	Direct of companies, bridges, vialutes, vialutes, bridges, vialutes, via	Ditto of brake apparatus	1.1	1 1	1 1	1 1	11				; ;		i i	11	1 :	: :	: :	; :	: :	: :	1 1	1 1	: :	1 1	11	1 1	: :	1 1	1 1	٦.	11	11	1 1	11	11	::
Problem rails	Procker miles	Ditto of tunnels, bridges,	i	:	1	:	i				:	:	i .	ī		1	1	:	•	:	:	:	1	:	:	1	;	:	:	4	1	1	:	,	:	:
Single flooring of permanent-way	The flooring of portions of	Broken rails	1 1	: :	11	1 ;	1:	11	1		1 1		1 1	1.1	: :	: "	::	1 !	1.1	1 1	1 :	1 1	::	1 1	1 1	11	. :	::	1 :		::	1:	1 :		1 :	
Fire in trainis or involving injury to bridges or in a serious or involving injury to bridges or involving injury to bridges and a serious or involving injury to bridges or injury to bridge	Fire is stations. The state stations of three area flat states failured as the Borgat-Listed State Railway for one month.		::	11	1 1	: :	A1155	;;			100	1 1	11	11	1.1	11	1 !	::	: !	i	1 1	1:	11	1 1	1 :	1 1	11	1 :			11	1	1		; ;	
Other socidents	Other accidents	Fire in trains Fire at stations, or involving injury	ı	1	ı	•	1	i	•				1	:	:	i	1	:	1	i	:		1	•	1	16		:	;	63	;	;	:	;		
AIL CLASSES 26 75 1 4 1 1 5 21	AIL CLASERS 26 75 1 4 1 1 5 21 98	or viaduets Other accidents	: 01	11		3 1	11				200000000000000000000000000000000000000			: 1	11	1		::	11	11	1.1	1.1	1.1	11	::	i	11			4 8	1:	11			11	11
ed 4,553 28,278 6,419 413(4) 653,482 250,481 1,779,114 653,482 24,166 6419	13,131,810 137,311,658 51,450,036 1,011,594 69, 413 ed 4,553 23,278 6,419 654,19 413(a) 413(a) 413(a) 250,481 1,779,114 653,482 24,166 (d) Includes 21 servants employed on Colliery. (e) Includes the Bengal Central Railway.		. 26			i	i			75				ASSUME	10	21	120-200		1		:		i	i		1	- 1		1	93	1	ESECTION 201		(ESSENCED EAS)		-
4,553 23,278 6,419 413(a) 413(a) 250,481 1,779,114 653,482 24,166 (	4,553 28,278 6,419 413(d) 413(d) 250,481 1,779,114 653,482 24,166 (d) Includes 21 servants employed on Coliery. (e) Includes 24 servants employed on Coliery. (e) Includes the Bengal Central Railway.				13,1	31,810					13	7,311,	829					51,4	50,03	9					1,0	11,594	_					69,85	8,774			
250,481 1,779,114 653,482 24,166	250,481 1,779,114 653,482 24,166 ttate Railway for one mouth. (d) Includes 21 servants employed on Colliery. (e) Includes the Bengal Central Railway.	of servants employed				4,553	_					23,	878						6,41	6						413	(9)					ĭ	0,073			
Includes the Bhone Liters State Railway for three menths, and the Sindia State Dailman Co.	Includes the Bhopal-Itaris State Railway for three months; and the Sindia State Railway for one mouth.  Includes the Americar-Pathánkor and Rajpura-Ehlátinda State Railways.  Includes the Benares Branch.	1			61	50,481						1,779,	114					9	53,48	63						24,166	•	•				681	1,635			
STATES OF THE PROPERTY AND THE PROPERTY OF THE PARTY AND ADDRESS OF THE PARTY OF TH	Includes the Amritan-Pathánkot and Rajpura-Ehátinda State Railways. Lucindes the Benares Branch.		bree mo	nthe.	and the	Sindia	State	Dailor	a free		1			-				1				- Inner	d on Co	Missen										1		1

TABLE NO. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1889, &c.—continued.

															00	SEE ALSO TABLE No. 4. STATE PROVINCIAL—CONTINUED.	LSO T	ABLE	No.	4.																1.
			NAUHA'TI.	,'H.						T	Тікноот.				1000	LUCKNOW-SITAPUR-SIRRA'MAU.	ow-Sis	APUS.	STREA	MAU.				1	JORHA'T.	ü				C	REEL	CHRRRA-COMPANYGANJ.	ANYG	CNJ.		
	200 8	Number of Passengers and others.	gers ners.	Number of Servants.	er of		Total all Classes.	2		Number of Passengers and others.		Number of Servants,		Total all Classes.	5	Nu Passe and	Number of Passengers and others.	Nom	Number of Servants.	N 200 (200 (200 (200 (200 (200 (200 (200	Total all Classes.	No	Nu Pass and	Number of Passengers and others.	Nun	Number of Servants.		Total all Classes.	, N		Number of Passengers and others.		Number of Servants.		Total all Classes.	= -
		Killed.	Leinred	Killed.	.berulnI	Killed.	Injured.		Killed.	.beinfal	Killed,	.beaufal	Killed.	-boanfal		Killed.	.beiniaI	Killed.	.bovnjal	Killed.	Injured.		Killed.	Injured.	Killed.	.bəmini	Killed,	.beauful		Killed.		Leined.	Killed.	.beaulal	Killed,	Injured.
1. Collisions between passenger trains, or parts of passenger trains 2. Collisions between passenger trains and goods		1	i		. 1	1	i. i.	- 1			!_	1		· i	•	- 1	1	E.J.		1		1		1		i.	i									:
or mineral trains, engines, and vehicles standing foul of the line 3. Collisions between goods trains, or parts of	4	i	i	1	1	1	1	1				i	1	i.	1	-1	1	1	18	1	1	ı	1_	1	1_	i.										
4. Collisions between light engines	::	11	11	11	11	11	1.1	11	11		: :	11	11	11	11	1.1	1.1	1:	; i	11	11	11	1.1	11	11	1.1	111	11		11	! ! ! !			1 1		: : :
	i	•	i	1	1	1	1	1		:		i	1	1	1	1	1	1	1	1	1	:	1		1	1					1					
	1 1	, ;	1 1	1 1	1 1	ii	1 1		-	: :		1 :	1 1	: :	1 1	1 1	1 1	; ;	1 1	: :	1, 1	° :	1 1	1.1	1 1	1 1				: : : :	: : : :			: ;		: :
8. Trains running into stations or sidings at too high a speed		:	:	!		:	:	!				1	;	:	•	!	:	:	:	!	·	1	:	:	!	:				1,000						
9. Trains running over cattle on the line 10. Ditto over obstructions on the line	11	11	11	11	11	1:	11	11	11	: :	: :	11	11	11	1:1	11	11	11	11	1.1	11	11	11	11	11	11	i ·				111					
112. The bursting of boilers of engines	11	1:	1.1	11	1:	11	11	11	11	: :	: :	!!	11	11	11	11	11	11	11	1.1	1.1	11	1 1	11	1 1	: !						,				::
failure of	1.1	11	: :	; ;	11	1 1	1.1	!!	11		1 /	1 1	11	11	11	11	1 1	1,1	1 1	1 1	::		i i	!!												::
14. Ditto of wheels	1.1	11	: :	11	11	11	11	11					11	1:	11	1.1	1.1	11	1.1	11	1.1		: :		!!									, :	1 :	: :
Ditto of brake apparatus	1.1	: ,	::	11	1 1	11	: 1,	l I		1 1	: :	1 1	1 1	11	1 1	-	1 1	11	11	111	11	) :- T								11	11	::	11	: :	: :	11
	: :		1		1 1	1 1								i	:	4			1	!	1	. :	•	i	- 1	:							· ·	;		
DOMESTIC STREET	: 1	11	: :	; ;	11	11	11	11	PESS	11		11	11	11	11	* 1	11	11	11	11	1.1	11	11	: :	1 1	: i	A 10.556	1 1								
22. Slips in cuttings or embankments	: :	11	::	: :	1 1	1 1	: 1	11	11		: :	1 1	: :	11	11	111	11	1 1	!!	1 1	1 1	1 1		1 1									1			
24. Fire at stations, or involving injury to bridges or viaducts										•			- 1	:	!				:	1		i	!	1	•	!	1	1								
:	:	:	:	: 1	1		:	:	1	: 1	: 1	:	:	1	1	1	1	1		1	1	:		1	:	1	1	: 1	1	:	: 1	1	1000	0000000	1	
TOTAL ALL CLASSES	i	-		1	1	1	1		-	:	:		1	:		1						14	-									:			:	
Number of passenger miles			8	871,259	6						19,788,	8,543					8	3,472,410	10						130,131	131						8	35,230			
of servants employed				109	6							1,814						NO.	538							167							46			
Train mileage of all descriptions				12,984	14						1.	3,382						44,001	10						4.	4,482						23	3,390			

(d) Includes the Patri Branch.

(c) Includes the Dhoud-Manmad, Amraoti and Khamgaon State Railways,

	C	6					-									SEE A	CON	SEE ALSO TABLE NO. 4.	S. MO.		-				1		1	-							
	STA	TR PR	STATE PROVINCIAL—concluded.	CIAL	concl	uded.			1					-					5	TARAN	TERD C	GUAHANTEED COMPANIES.	ES.												1
			Вов	BURMA(a).						W.	MADRAS					on .	OUTH	SоUТН ІМВІАМ(В).	M(b).			3	GREAT INDIAN PENINSULA(c).	INDIA	N PE	IINSUI	A(c).	1	BOMBAY, BARODA AND CRNTRAL INDIA(d).	r, BA	RODA	O GRA	RNTR	T. INT	14(d).
		Number of Passengers and others.	ber N gers ers.	Number of Servants.		Total all Classes.	ell (es.		Number of Passenger and others	00 .7		Number of Servants.	Total all Classes.	I all sees.		Nu Pass and c	Number of Passengers and others.	Num	Number of Servants.		Total all Classes,	No.	Nu Pass and	Number of Passengers and others.	Num	Number of Servants.	PRINCIPLE SENSE SENSE SERVER	Total all Classes.	No.	Num Pass and	Number of Passengers and others.	Ser Ser	Number of Servants.		Total all Classes.
	700	Killed.	.bornial	Killed.	Injured.	Killed.	.beinfal	, 0,	Killed.	.boanfal	Killed.	beaufal	Killed.	Injured.	90	Killed.	.bornial	Killed.	.bornfal	Killed.	Injured.		Killed.	.bornial	Killed.	.beanial	Killed.	.bəxuful		Killed.	.bənılal	Killed.	Injured.	Killed.	.beinful
I. Collisions between passenger trains, or parts of passenger trains								-									-			:			:		<u> </u>				:			i			•
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles			Legis.			. 0																													
l of the	1	i	i	:	1	1	i	·:	4	i	i	;	:	:		1	1	1	:	i	1	61	1	ဇ	1		i	က	1	:	1	!	!	•	1
goods trains Collisions between light engines	11	::	1 :	1	1	1		3	1	1	1 1	1	1	i	- "	1 :	1.3	11	1:	!!	1 1		11	; ;	ii	1.1	1.1	1 1	::	11		11	11	1 1	1 1
5. Passenger trains, or parts of passenger trains leaving the rails								-								:									:		:	:		:	:	•		•	i
6. Goods trains, or parts of goods trains, engines,	4							•							2														61			:		!	i
7. Trains or engines travelling in the wrong	•	:	:			:		1	:	i			i	:																					
8. Trains running into stations or sidings at too			:	:	:	:	;	:	:	:	1	ŧ	:	i	:	:	i	i	i	1	:	:		1	1	1	:		:		!	i	:		
bigh a speed o Trains running over cattle on the line	: 00	1	1	: :	:	:	1	: -	:	ì	1	i	•	i	1 16	1 1	1	1 1	1	1 :	1	. 6	1 1	1 :	! !	! :	: :	1 1	: 57	1 1	!!	1 1	i i	1 ;	1 ;
	1	:	i	•	i	1		1	i	: :	:		: :	1	10		i	:	:	:	:	63 1		:		:			63	:		1	i	1	:
11. Ditto through gates at level-crossings	::	: :	:	: :	i	:	1	1	: ;	:	:	1	•	1	•	1	: :	: :	: :	1 3	1	e ::	: :	1 :	: :	1 :	1	: :	1 1	1 1	1 1	i :		1 !	1 :
12(a.) Ditto of tubes, &c., of engines	1	:	:	:	:	::		1		: :	:	:	: :		1	1	1	:	:	:	:	:			:	:	:	:	:	:	:	1	•	:	i
13. The failure of machinery, springs, &c., of engines	7	1	:	1	:	:	1	67	1	i	;	i	i	;	9	1 1	:	:	1	:	1 :		: :	: :	!!	!!	: :	1 :	Na :	: :	1 :	1 1	: :	:	1 1
Ditto of wheels	1	:	1	i	: :	: :	: :		i	1	1	i	: :		1	i	! !	1		:	;	-			:	i	:	1	i	:	•	1	:	;	:
16. Ditto of axles 17 Ditto of brake apparatus	1	1	;	:	1	:	1	:	: :	:	;	1	i	i		1	i	1	1	:	1	7 7	1 :	1 1	: :	1 :	: :	1 1	1 1	!!	1 1	1 1	: :	1 1	ij
of	i	1	:	i	:	:	:	1	1	i	:	•		i	i	i	•	i	:	1	1	1	:		•	i	:	:	04	1000	1	:		1	1
culverts, &c	·	:	:		:	1	:	***	:	:	:	:	:	•	:	:	:	:	1	;	:	ï.	2013	:	1	1	-	1	:	:	:	1	1	1	
20. Broken rails 21. The flooding of portions of permanent-way	11	; ;	:	: :	: :	;	: ;	1	1	: :	: :		1	1	24	1 1	1	1	:	1	1.1	1 :	1 1	! !	1 1	: :	: :	: :	: :	:	1 1	: :	1 1	! !	: ;
Slips in cuttings or embankments			:	1	:	:	•	:	÷	:	1	i	1		:	10/10			:	:	1	: 0	7000	•	+;	1	1	:	:	:	:		•	:	i
23. Fire in trains 24. Fire at stations, or involving injury to bridges		:	:	:	:		1	01	:	1							:	ŧ	1	•	1	90	1	:	:	:	:				:	:			
		;;	1.1	11	1.1	;;	1.3	:"	11	1 1	ii	; ;	1-1	1.1	. 61	1.1		i	1.1	1.1	11	7 -	1.1	11	11	11	1.1	11	23	11	-	11		11	:03
TOTAL ALL CLASSES	12	1:	1:	1:	1:	1:	1:	47	1:	1:	1:	1:	1:	1:	43	1	1:	1:	1:	1:	;	19	1:	00		1:	:	00	35	1	-	i .	-	1	03
Number of Passenger miles			38,128,024	8,024						78,78	78,793,800						65,8	65,845,149	6					126,3	126,337,384	-#					68,2	68,260,023	60		
of Servants employed				4,420	_						6,466							10,114	14						25,418	8						6,350	0		
Train mileage of all descriptions			36	364,726						57	570,018							519,507	10					2,5	2,579,414	4					10	569,972	61		
																											•								

(a) Includes the Toungoo-Mandalay Extension, (b) Includes the Villupuram-Dharmavaram State Egilway, Nellore Branch, and Pondicherry Rallway.

Table No. 3.—Accidents to Trains, Rolling-stock, Permanent-war, &c., reported during the First Quarter of 1889, &c. -continued.

														SEE A	ALSO TABLE No. 4.	ABLE	No. 4.															11
***		DARJE	DARJEBLING-HIMALAYAN.	HIMA	EAYAN					Вковити.	TOR.		-		. Dr	DIBRU SADIYA	DIXA.			Bs	NGAL	N OR	V-HTHO	BRIGAL AND NORTH-WESTERN.	×.		Box	ROHILKHAND-KUMAUN(a).	K. K.	UMANU	(a).	
		Number	N N	Number of	r of	Total all	1 17		Number	N N	Number of	Total all	1 7		Number	Nu Nu	Number of		Total all		Number	iber	Number of		Total all	1	N	Number of Passengers	Num Serv	Number of Servauts.	STATE OF THE PARTY.	Total all Classes.
7	No.	and others.	ners.	Del va		Ciass		No.	and others.	ers.	rvante	OTELLION		4 68	rassengers and others.	ers.	or value	9856650	18868.	No.	and o	hers.				No.		and others.				1
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1. Collisions between passenger trains, or parts of							-			•	-				-	-	-	-														1
2. Collisions between passenger trains and goods	1	!	i	:	1	1	:	1	i	1	i	1		1	1		1		1	1	1	1	1	1	1	! -	!	:	i	; ×	1	
standing foul of the line	:	1	i	ï	;	i	1	:	i		1	i	1	- 1	ī		1		į	:	1	i	i	i	1			;	1	:	1	1
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leaving the rails	64	ī	ī	;	1	i	1	1	ï	:	<u> </u>	1	:	63	- <u>-</u>	;			1	4		:	·i		1		1		1	1	•	
O. coods trains, or parts of goods trains, engines, co, leaving the rails or are included travelling in the wrong	1	i	i	1	:	:	i		ij	1		1	ı	00	:	:			i	:	i	1	i	i			1		i	1	1	1
direction through points  Theirs running into stations or sidness at too	j	i	1	i	:	1	:	1	ı	1	1	i	1	ï		;	•	1	1	İ	1	:	1	1	•	-	;	!	:	1	:	1
	1	i	i	:	i	i	1	1	ï	;	1	1	1	1	;	1	<u> </u>		i	:	1	1	;	i	1	•	.0	1		:	1	1 1
10. Ditto over obstructions on the line	1.1	11	::	: :	: :	::	. ;	: :	11	1 1	11	!!	: :	-	: :	1 1	1 1	1 1	1 1	N :	1 :	1 1	1 1	1 1	11		• :	! !	1			
11. Ditto through gates at level-crossings 12. The bursting of boilers of engines	11	11	::	1	: ;	11	::	11	1	:	1 1	1 1	1	1	1				1	1 :	1 :	11	:	: :	11		11	1 1	11	!!	11	::
12(a). Ditto of tubes, &c., of engines	1	1	:	1	i	1	:	1	i	:	1	:	i,		1				1	ij	1		i	1				!!	11	1 :	::	11
14. Ditto of tyres		1	1	1	1	1	1 1	: 1	1 1	 I i		: /:	: :	11	11	1 1			11	i	1	1	1						: :	11	11	11
Ditto of axles	: :	: 1	: :	: ;	11	11	11	: :	11	11	) <u>)                                  </u>	: :	1 1	: :	1:	1 1	: :		1 1	11	11	1 1	11		 					1		1:
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Broken rails	11	1	ı	1	i	i	1	1	ı		2.00 x	12/10/50 12/12/50		:					!	1	1	1	1	:	11				11	1 :	1 :	11
STITLE OF	1	1	11		1	1	1	11	1 1	-			11	11	1 1				1 1	: :		1		1					!!	11	11	11
23. Fire in trains 24. Fire at stations, or involving injury to bridges	ı		1	: 1	1	1	: 1	: :	11	 I I	 		1.1	11	: :	 				: :	1	1		ī					:	1	1	i
or viaducts 25. Other accidents	11	11	::	11	11	11	1.1	11	11	11	11	11	11	;;	11	11	11	11	4	: 8	::	::				1		1 1	1 1	11	11	::
TOTAL ALL CLASSES	67	1		1	1	1	1	1	:	:	l f	:		=	:		1	i		10		:	1	1	1	1	9			-	1	:
Number of passenger miles			22	223,987						355	355,456		-			191	191,765					17,6	17,652,292	63				-	1,772,408	03		
" of servants employed				528				1			54						685						3,360						1	741		
Train mileage of all descriptions				35,112	60					**	8,249					2	28,188						194,825	10					21,376	924		A
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Collisions between passenger trains, or parts of		!								reso silato Sugarante				:	1 	1		1	•	i	:	1	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles											A A										t et i		
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G Goods trains, or parts of goods trains, en-	:	:	1								76			1	1	1	i	<u> </u>	:	i	1	1	1
direction through	:	1	1											1.	1	:0	1	-	:	1	1	:	:
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Ditto over obstructions on the line	1	1	<u>:</u> :		Worland h	- Alt	South I	Indian	Inf	Informa tie	tion not	furn ishe	-	:	:	:		1		1	1	i	:
Ditto through gates at level-crossings The bursting of boilers of engines	1 1	1 1	11			Railway.	ky.							::	: <i>:</i> : :	1 1		: :: : :	1 1	1 1		1	1 1
(a). The bursting of tubes, &c., of engines The failure of machinery, springs, &c., of engines	: :	1 1	1											67	: : : :	1 1			: :	1 1		1	: :
Olito of tyres	::	11	11											: 1	: :	1 1	11	1 1	11	1 1	11	1 1	: :
Ditto of axles	1	1	11											: :	11	: :	1 1	11	1 1	1 :	1 1	::	e :
of couplings of tunnels, bridges, viaducts,			-						No. 1					1	:	:	1	1		:	1	11	i
culverts, &c	1	1	1	-										1 1	1 1	1 1	1		1	1		1 :	1 1
Broken rails The flooding of portions of permanent-way														11			No. No.			1	; ;	1 1	11
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or viaducts	:	1	1									1		1 2		1 1	1	1	1 1	1 1		1 1	1
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TOTAL ALL CLASSES	<u>.</u>	1	1			4		-						18	-	1.		1	1	I	1		T
Number of passenger miles	27	72,144				*;							4		. 13	13,526,409					1,358,515	. 91	
of servants employed		63				1					:					1,606					231	31	
Train mileage of all descriptions		3,718				1					:					131,740					16,853	53	

TABLE No. 3.—Accidents to Trains, Rolling-stock, Permanent-way, &c., reported during the First Quarter of 1889, &c.—concluded.

										NAT	SEE ALS	10	TABLE	Vo. 4.											.1
	Ви	YENYYEY	PORBA.	AE-JUN NDAR.	BRAVNAGAR-GONDAL-JUNAGARH-	-			MORVI.	T.		100000	ce waea		Јоригови.	BE.				TOTA	TOTAL OF ALL RAILWAYS	LE RA	L.W. I.V.		1
	No.	Number of Passengers and others.	r of N gers 8	Number of Servants,	Total all Classes,	1	Nd 8	Number of Passengers and others.	of Num	Number of Servants.	Total all Classes.			Number of Passengers and others.	of Na	Number of Servants.		Total all Classes.		Number of Passengers and others.	er of ngers	Number of Servants.	ts.	Total all Classes.	
		Killed.	.bornin1	Killed.	Killed.	.beaulal		Killed. Injured.	Killed.	.boruţaI	Killed.	Injured.	No.	Killed.	Injured.	Injured.	Killed.	Injured.	No.	Killed,	.beanfal	Killed.	Injured.	Killed.,	
2. Collisions between passenger trains, or parts of passenger trains, engines, and vebicles standing foul of the line 3. Collisions between goods trains, or parts of goods trains 5. Passenger trains, or parts of goods trains, enving the rails 6. Passenger trains, or parts of goods trains, enving the rails 7. Trains or engines travelling in the wrong direction through points 8. Trains running into studions or sidings at too high a speed 10. Ditto over obstructions on the line 11. Ditto through gutes at level-crossings 12. The bursting of boilers of engines 12. The bursting of boilers of engines 12. Ditto of these, &c., of engines 12. Ditto of wheels 13. The failure of machinery, springs, &c., of engines 14. Ditto of tyres 15. Ditto of tyres 16. Ditto of wheels 17. Ditto of tyres 18. Ditto of tyres 19. Ditto of tyres 20. Broken rails 21. The flooding of permanent-way 22. The flooding of perting injury to bridges or viaducts 23. Fire in trains 24. Fire at stations, or involving injury to bridges or viaducts 25. Other accidents				<u> </u>			** *** ** ** ** ** ** ** ** ** ** ** **					1: :::::	a		11 111111111111111111111111111111111111	11 111:111111111111111111111	[		10 25 25 25 25 25 25 25 25 25 25 25 25 25	IT 11111111111111111111111111111	:	ii :::::::::::::::::::::::::::::::::::	103 00 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
TOTAL ALL CLASSES		1		4.5			63	170,00	: 1	i	1	1.5	61		1	<u> </u>	1 :		649	1 (6)	6(9)	00	, e	11	
Number of passenger miles of Servants employed		ii	11,943,616 746 123,825	9 9 19				1,2	1,280,767 210 18,594	m t	4				383	383					1,159,325,131	158,037	_		
(a) Not a passengur, see note		* under East Indian R	t India	n Railw	ay.	-				(b) On	ne was	not a pa	ssenger	see no	te (a).			-				1016		-	

TABLE No. 4.

TABLE

Accidents to Trains, Rolling-stock, Permanent-way, &c., on the several Railways open for Traffic in India during the Number of Railway Servants

																Nui	nber	01	KA	LWA	Y S	ERV	INT
Serial Number,	BAILWAYS,	1. Collisions between passenger trains, or parts of passenger trains.	2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3. Collisions between goods trains, or parts of goods trains.	4. Collisions between light engines.	5. Passenger trains, or parts of passenger trains, leaving the rails.	6. Goods trains, or parts of goods trains, engines, &c., leaving the rails.	7. Trains or engines travelling in the wrong direction through points.	8. Trains running into stations or sidings at too high a speed.	9. Trains running over cattle on the line.	10. Trains running over obstructions on the line.	11. Trains running through gates at level- erossings.	12. The bursting of boilers of engines.	12(a.) The bursting of tubes, &c., of engines.	13. The failure of machinery, springs, &c., of engines.	14. The failure of tyres.	15. The failure of wheels.	16. The failure of axles.	17. The failure of brake apparatus.	18. The failure of couplings.	19. The failure of tunnels, bridges, viaducts, eulverts, &c.	20. Broken rails.	21. The flooding of portions of permanent-
1 2 3 4 5 6 7 8 9	STATE IMPERIAL.  East Indian (a)  Rajputana Malwa (b)  Bengal-Nágpur (c)  Southern Mahratta (d)  Ditto Mysore Section  Indian Midland (e)  North Western (f)  Oudh and Rohilkhand(g)  Wardha Coal		    	6 1 1   3 		 i i i 	6 3 6 1  11 4 	3  3  1	2	14 27 8 26 7 4 23 8	4 6 2 6  2  4 	 2   3 		1 1  13 3	 5  5  4 12 			14   		1 16  2 1  		 1   1 3	2
10 11 12 13 14 15 16	STATE PROVINCIAL.  Eastern Bengal (h)  Nalháti  Lucknow-Sitapur-Sihrámau  Jorhát  Cherra-Companyganj  Burma (i)		4	5		1	7  1  8  4	5		44 3	8    1	1			3   1  1	::::::::::::::::::::::::::::::::::::::	 i i 	1   3  1		14  1 1 		1	
17	GUARANTEED COM- PANIES.	. 1		3		1	11			15	1	1	1	1	2								
18 19 20	South Indian (j)  Great Indian Peninsula (k)  Bombay, Baroda, and Central India(l)	ıl	1 2 	1 	"i 	1	2 1 2	::	 	16 9 2	5 2 2	5			6 2	ӕ 	"i	 2 	1 1 	2	::	2 1 	
21 22 23 24 25 26	ASSISTED COMPANIES. Darjeeling-Himalyan Deoghur Dibra-Sadiya Bengal and North-Western Rohilkhand-Kumaun (n) Thâton-Duyinzáik			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		2 2 4	 8  1	 		 1 2 3					  1 1						1 10 10 1		
27 28	FOREIGN.  Pondicherry West of Indian Portuguese	1000	::			1:1													Wo	rked	by t	h S form	
29 30 31 32 33	NATIVE STATES.  H. H. the Nizam's Guaranteed (o) H. H. the Gaekwar's Bhávnagar-Goudal-Junágarh-Porbandar Morvi Jodhpore			2			1			9  5 1 2					2		 "i 			1			
	TOTAL Average for 5 corresponding previous quarters (p.	60 P. W. C. C.	9 10	22	1	13 26	77 70	12	3 3	229 228	43 26	14		20	45	1	3	21 6	2	29		9 5	-

<sup>(</sup>a) Includes the Patna-Gya, Dildarnagar-Gházipur and Tárakeshwar Railways for three months: and the Sindia State Railway for two months.

(b) Includes H. H. the Gaekwar's Viramgam-Mehsana-Vadnagar State Railway.

(c) Includes the Katni-Umaria Branch.

(d) Includes Beliary-Kistna State Railway.

 <sup>(</sup>e) Includes the Bhopal-Itársi State Railway for three months; and the Sindis State Railway for one month.
 (f) Includes the Amritsar-Pathánkot and I ájpura-Bhatinda State Railways.
 (g) Includes the Benares Branch.

No. 4.

First Quarter of 1889, distinguishing the different Classes of Accidents, the Number of Passengers and Others, and the

T	ary to													PER	MILE	OPEN.		TOTA PASSEN	L GERS.		_
trains.	at stations, or involving injury	Other accidents.	sses.	PAS	MBER OF SEN- S AND LERS.	0	MBER F ANTS.	TOTA	L ALL SSBS.	of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	passengers carried.	ge of all descriptions,	ileage,	PR MILL O PASS GEI	ION P EN-	PRI MILLIOP PAS GER MILE	on sen- t	er,
23. Fire in	24. Fire at a bridge	25. Other a	Total all Classes	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Mean miles of				Number of	Train mileage	Passenger mileage	Killed.	Injured.	Killed.	Injured,	Serial Number,
8	2 2 1 	 1  2 2 1 	31 80 24 50 9 26 75 21		1(q)   4 	 'i   	3  1  1 	 1  1 	4 1 5	1,650½ 1,691½ 286½ 855½ 174 456½ 2,386 692½ 45	4,008,177 2,191,278 229,227 576,095 157,146 204,262 2,425,755 171,532 87,020	2,180,442 1,643,862 175,052 367,411 46,963 250,481 1,779,114 653,482 24,166	268,100,045 123,359,961 7,255,122 28,735,828 5,605,293 13,131,810 137,311,658 51,450,036 1,011,594	2,428 1,295 801 674 903 447 1,017 1,692 823	1,321 972 612 430 270 548 746 944 537	162,436 72,919 25,345 33,599 32,214 28,751 57,549 74,296 22,480	    0·412 	    1.649	   0.007	   0.029	123456789
2	4	3 1	93  1 1 14  12				1   		1	798 27½ 273 105 30½ 7½ 392	2,081,485 43,275 539,245 115,942 13,484 7,445 1,211,924	681,635 12,984 143,382 44,001 4,482 3,390 364,726	69,853,774 871,259 19,788,543 3,472,410 130,131 35,230 38,128,024	2,608 1,588 1,975 1,104 442 993 3,092	854 476 525 419 114 452 930	87,536 31,973 72,485 33,071 4,267 4,697 97,265					10 11 12 13 14 15 16
. 10	 2 1		47 43 61 35		 3		  1		3	839 (m) 738 1,446 <sup>3</sup> 461	2,023,790 (m) 1,901,932 2,471,677 2,611,362	570,018 (m) 519,507 2,579,414 569,972	78,793,800 (m) 65,845,149 126,337,384 68,260,023	2,412 2,577 1,708 5,665	679 704 1,783 1,236	93,914 89,221 87,325		 1*214 0*383		STEEL	13.20
	I.	 3 1	2  11 10 6 			 "i 	 1 	· · · · · · · · · · · · · · ·	  	51 4½ 78 376 91 8	8,875 74,208 23,585 464,482 58,697 9,018	35,112 3,249 28,188 194,825 21,376 3,718	223,987 355,456 191,765 17,652,292 1,772,403 72,144	174 15,623 302 1,235 645 1,127	688 684 361 518 235 465	4,392 74,833 2,459 46,948 19,477 9,018					21 22 23 24 25 26
	n Rai		, :		:::	:::					<b></b>	:			::		No.				27 28
	Se 2000		5 2							384 583 2421 68 124	243,472 66,320 300,957 36,155 74,094	16,858 123,828 18,594	1,858,515 11,943,616 1,280,767	729 1,128 1,241 532 597	287 511 278	23,124 49,252 18,835	51 Mg	=	E		29 30 31 32 33
2 1 5	64 18 7 8					2				14,792			1,159,325,131 2,074,884.383	1,716				and the second			

engal Central Railway. ungoo-Mandalay Extension. illupuram-Dharmavaram State Railway, Nellore Branch, and

es the Villupuram-Dharmavaram State Railway, Neitore Branc licherry Railway. es the Dhond-Manmad, Khámgaoa and Amráoti State Railways. es the Patri Branch.

<sup>(</sup>m) Excludes the Pondicherry Railway.
(n) Includes the Barellly-Plibhit State Railway.
(o) Includes the Bezvada Extension.
(p) Except where statistics for five quarters are not available for any line,
(q) Not a passenger, but a cartman.
(r) One was not a passenger. See Table No. III under East Indian.

# GOVERNMENT OF INDIA. DEPARTMENT OF FINANCE AND COMMERCE.

# RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1889.

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DISTRICTS.			For a serving	Pegu (deltaic)— Pegu Rangoon Thongwa Bassein	Pogu (inlond)— Shwaygyin Tharawadi Henzada Prome Toungoo Thayetmyo	Upper Burma- Mandalay	Arakun- Sandoway Kyouk-pyu	Surma— Surma— Sylhet Cachar Khási and Jaintiá Hil Garo Hills	Brahmsputra— Godlpára Kámrup Darrang Nowgong Sibságar Lakhimpur
A Sept								• • • •	
WHEAT,	Present fortnight:	S. Ch.	7.14	1 1 1	111212	15 1	1,11	2 % : :	000000
EAT.	Past fortnight,	S. Ch.	1 7 14	1 2 1 1	:::2::	01 01	111	± 0 ; ;	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
BARLEY.	Present fortnight,	S. Ch.	141	1111	111111	i	111	1111	11111
.ev.	Past fortnight.	S. Ch.	111	1111	111111	1	111	,1111	111111
RICE, BEST SORT.	Present fortnight,	S. Ch. S	9 14 9 15 5 11 9 11	8 13 8 13 13 8 13	7 7 7 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	8 11	14 14 12 7 11 0 11	11 21 14	000000
BEST L.	Past fortnight.	S. Ch.	400	8 14 10 6 10 3 11 10	1 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5	5228	0040	000000
Rice,	Present fortnight.	S. Ch.	10 7	1204	8 1 1 2 2 1 4 2 2 2 2 1 5 4	12 5	0 0 8	20 20 01 20 20 00 10 0	080000
e, on.	Past fortnight.	S. Ch.	10 14	0 51 1 5 6 4 1 6 9 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	12 2 7 2 13 7 2 8 13 7 2 8	12 11	3300	6 0 0 4 V	000000
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	RICE, BE	Present fortnight.	S. Ch.	11 13	12 3 9 10 11 13	12 3 12 13 11 10 10 11	0 0 4 8 8 0	11 8	11 13 12 13 13 13 13 13 13 13 13 13 13 13 13 13	11 2 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 8
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	Rice, COMMON.	Present fortnight.	S. Ch.	12 10	13 2 10 6 13 3	2 4 2 1 1 2 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0 1 1 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 2 13 13 13	12 13 10 13 10 13 10 11 11 11 11 11 11 11 11 11 11 11 11	13 2	48 0 8 0 0 1 5 0 1 5 0 0 1 5 0 0 0 1 0 0 0 0 1 0 0 0 0	12 8
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	JOWAR OR CHOLUM (Sorghum vulgare).	Past fortnight.	S. Ch.	**	21 11 18 8 27 5	28 10 31 6 22 14 26 6	23 0	19 0 22 11	*****	24 5	23 111 22 0	:
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QUANTITIES	BAJRA OR CUMBU (Pennisetum typhoideum).	Past fortnight.	S, Ch.	**	23 14 16 13 24 10	21 * 6	23 13	••	23 2 2 2 2 3 3 2 2 1 10	••	8 : : : : : :	i
PER RUPEE IN	MAR RAGI Sine	Present fortnight.	S. Ch.	20 6	26 3 20 3 30 13	33 0	16 6 22 3 23 11	23 13 27 13	26 27 27 27 27 27 27 27 27 27 27 27 27 27	* 24 13	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	35.8
UPEE 1	MARUA OR RAGI (Eleu- sine coro- cana).	Past fortnight.	S.	20 6	20 20 20 20 20 20 20 20 20 20 20 20 20 2	33 0	15 8 18 3 23 11	23 13 27 13	26 27 3 27 3 26 3	24 13	5 6 8 4 3 3 3 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	35 0
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S OF 80	KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).	Past fortnight.	vi.	11	111	1111	111	: 1	1111/11	ii	1111111,	:
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	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).	Past fortnight.	S. Ch.		111	1111	111	1.1	111111	11	0 1 1 2 1 1 0 8 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 61
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	ARHAR, OR THÜR, CADJAN PEA (Cajanus indicus).	Past ortnight.	S. C.	1 1	111	1111	1.1.1	11	111111	1.1	01.24.44.18 8 8 0 0 0 0 1 0	

### GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF AUGUST, 1889.

No. I .- As to Age and Sex.

	1		DEMER	ARA.	*		TRINIDAD.			MAURITIUS.				SURINAM.				TOTAL.		-
		Male.	Female.	Total.	Preportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total
Under 2 years .		15	8	23		16	16	32		3	1	4		25	19	44		59	44	103
From 2 to 10 years		34	33	67	men	38	27	65	men.	9	7	16	men.	62	40	102	men.	143	107	250
, 10 ,, 20 ,,		32	12	44	100	42	17	59	100	43	4	47	001	- 39	17	56	100	156	50	206
,, 20 ,, 30 ,,		259	92	351	every	300	109	409	very	237	55	292	very	214	- 60	274	to every	1,010	316	1,326
, 30 ,, 40 ,,		44	13	57	to e	_48	19	67	-	74	17	91	to e	123	71	194	CA19502.0588	289	120	400
,, 40 ,, 50 ,,					women	2	. 1	3	omen	2	2	4	мошеп	3	4	7	women	7	7	14
Above 50 years .		•••	· · · ·	•••		•••	10 m		24 W				16.				01.			
GRAND TOTAL		384	158	542	34.92	446	189	635	37.	368	. 86	454	21	466	211	677	40	1,664	644	2,30

No. 11 .- As to places whence Emigrants came to Calcutta for embarkation.

				DEMERARA.			TF	RINIDAI	).	MA	URITI	JS.	SURINAM.			TOTAL.		otal.
				Male	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total	Male.	Female.	Total.	Male.	Female.	Grand Total.
Orissa							1	1	2	1		1	1		1	3	1	4
Western Bengal .				7	1	8	7	5	12	8	2	10	30	* 31	61	52	39	91
Central ditto			•				1		1	1	•••	1	5	2	7	7	. 2	9
Eastern ditto							1		1	1	***	1		•••		. 2		
Behar		00 - 10 / 10 - 10 / 10 / 10		63	35	98	80	24	104	162	43	205	278	131	409	583	233	16
North-Western Provinces		egy repay to		219	92	311	274	137	411	147	33	180	112	37	149	752	299	1,05
Oudh				83	28	111	76	17	93	46	7	53	30	8	38	235	60	29
Cutral India				8	2	10	2	2	4	1	. 1	2	5		5	16	.5	2
Punjab				4		4	2	2	4.		***		1	***	1	7	2	
Nepal and Native States					1		2		2	1		1	3	2	5	6	2	
Mixed, Bombay and Madras			ine.					1	1				ī		1	1	1	
mixed, Bolliony and Madras	GRAND	TOTAL		384	158	542	446	189	635	368	\$6	454	466	211	677	1,664	644	2,30

No. 111 .- As to Caste and Religion.

			(	GRAND	To	TAL		384	158	542	446	189	635	368	86	454	466	211	677	1,664	644	2,308
Christians	•	•	•		•	•	•				***	*										
Musulmans			•			•		36	19	55	49	22	71	25	9	34	24	7	31	134	57	191
Low castes	•		•					148	68	216	202	105	307	127	35	162	183	115	298	660	323	983
Artisans			٠.				٠.	21	13	.34	31	10	41	23	4	27	52	21	73	127	48	175
griculturists								137	47	184	118	33	151	150	27	177	164	57	221	569	164	733
Brahmins and	high ca	astes						42	11	53	46	19	65	43	11	54	43	11	54	174	52	226

Memo.

		Male.	Female.	Total.		
r. Hindus		1,530	587	2,117		
2. Musulmans	,	134	57	191		
3. Christians		•		"		
TOTAL		1,664	644	2,308		

E. C. BUCK,

### GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

### Weather Review of India for the week ending at 8 a.m. on Monday, October 7th, 1889.

Fine clear weather has continued over North-Western India throughout the whole week and over the Peninsula, Central India and the Central Provinces from the 1st to the 3rd of October, after which date frequent and general showers occurred. The mail steamer Coromandel experienced light variable winds and fine weather from Aden to Long. 61° E., and thence to Long. 71° light to moderate north-east breezes and fine weather. From Long. 71° E. to Bombay fresh northwest winds and heavy rain were reported. This report shows that the north-east winds of the cold weather have commenced over the centre of the Arabian Sea, and that the south-west monsoon except in the extreme south has completely given way. In the Bay of Bengal, though it cannot be said that the northeasterly winds of the cold weather have appeared during the week, there are yet indications of that recurving of the monsoon current which gives the northeast monsoon to the Coromandel Coast and which is accompanied by the appearance of north-easterly breezes over Assam, Bengal and the north of the Bav. In Ceylon there have been south-westerly winds and rain throughout the week, showing that in the extreme south of the Indian region the moist current of the south-west monsoon is still maintained. There have been one or two efforts at depression formation over the Bay during the week, but the necessary energy was apparently wanting and the disturbances never developed beyond the most feeble depressions, and the cyclonic circulations accompanying them were weak and irregular.

On the 1st pressure was very uniform throughout the whole of India, but moderate gradients existed over the Bay and a high pressure area was shown over the Gulf of Martaban. Calms or very variable breezes were reported from most districts, but a strongish southerly current was blowing over Lower Burma and up the valley of the Irrawaddy. On the 2nd the chart showed that the barometer had risen over the greater part of India, while it had fallen over Burma. In consequence the gradients over the Bay and Burma had disappeared and pressure was generally uniform. The winds were again light and variable. On the 3rd the tendency towards complete uniformity had advanced, and beyond a very slight and unimportant deficiency along the west coast of the Bay readings were very uniform everywhere. By the morning of the 4th this slight deficiency over the west of the Bay had developed into a well defined but shallow depression, and the barometer was falling briskly at the Madras stations and slightly elsewhere. Winds were practically unchanged. They were very irregular in direction around the Bay, and there was no indication of the establishment of cyclonic conditions which are ordinarily antecedent to the appearance of the north-east monsoon on the Madras Coast. On the morning of the 5th the barometer was rising over the Bay, while it was steady or falling elsewhere. In consequence the depression over the Bay had to a large extent filled up, and readings were again very uniform throughout the Indian region. Light and variable breezes were the prevalent feature of the air circulattion except

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around the Bay, where there was a certain amount of indraught towards the centre of the Bay. A small shallow depression was shown on the West Coast near Karwar. The chart of the 6th showed that the depression on the West Coast had developed somewhat and passed northward to the neighbourhood of Bombay. The weather was consequently unsettled on the Konkan Coast and a cyclonic circulation of fresh winds prevailed around a centre near Bombay. Elsewhere conditions were practically unchanged, uniform pressures and light variable breezes prevailing generally. On the 7th owing to a brisk fall of the barometer off the Madras Coast, a fresh depression was developed over the west of the Bay, and there were feeble and irregular cyclonic circulations over different parts of the Bay. The depression which has been shown near Bombay on the 6th had continued to advance northward, and its northern limits on the 7th extended into Kathiawar. Strongish south-easterly winds were blowing at Bombay, and the north-westerly winds and heavy rain reported off Bombay were doubtless attributable to this disturbance.

Temperature.—The characteristics of temperature have been approximately the same as those of the past two weeks, viz., high day and low night temperatures. This characteristic has been more marked in North-Western India than elsewhere, but has been more or less observable in all parts of India except the Central Provinces, &c., and Burma, where owing to excessive rain the day temperatures have also been low. Maxima exceeding 100° were reported continuously during the week from the south and west of the Punjab and from Upper Sind.

The following table shows the amount of excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:

	경험 선생님이 하는데 아니는 아이들은 사람들이 되었다면 하는데 얼마나 아니는 아이들이 되었다.						사용했다 그렇게, 요요하는 (이용하는 사람들은 1.41) 걸게 다니다.
	PROVINCE	s.				Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
	Burma .					- 1.0°	- o.8°
	Bengal .	•		,		+ 1.00	+ 1.00
1	North-Western Pro	vinces				- o·7°	+ 0.60
	Punjab .					- o.8°	— o.6°
	Bombay .					+ 0.9°	- 0.1 <sub>0</sub>
	Central Provinces	•				+ 2'1°	+ 0.60
	Guzerat and Centra	India				+ 1.60	+ 1.3°
	Sind and Rajputana					+ 0.60	- 0.4°
	Madras .		n <b>i</b> da	• 120	•	0.0 <sub>0</sub>	- o.4 <sub>o</sub>

This table shows that over the greater part of the country the mean temperature relatively to the average is little changed. The weather is 1° cooler in Bombay, Sind and Rajputana and 1½° cooler in the Central Provinces in this week than last; but elsewhere there is little alteration. The variations from the average are small, being less than 1°, except in Bengal and the Central Provinces.

Rain.—The relative distribution of rainfall during the present has been approximately the same as that reported last week except that there has been more rain over the Central Provinces, Guzerat and Kathiawar and less over North-Western India. The feeble depressions which have appeared over the Bay have occasioned more or less rain in their neighbourhood and the small storm which crossed Bombay gave fairly heavy rain to the Konkan and

neighbouring districts, but otherwise nearly all the rain which has fallen has been due to local showers.

The following is a brief description of the daily distribution of rainfall:

On the 1st there were a few scattered showers on the West Coast, in Khandeish and the Central Provinces, and heavyish rain in Burma. On the 2nd the distribution of rain was the same, but the amount had fallen off in Burma. The chart of the 3rd showed that the rainfall area had extended, general though slight rain being reported from the west coast of the Bay, South India, the Central Provinces and Central India, as well as from several parts of Bengal. On the 4th a similar distribution prevailed, but the falls were heavier both on the East and West Coasts of the Peninsula. On the 5th, 6th and 7th there was very little change, rain falling generally over the Peninsula, the Central Provinces, Burma and Bengal.

The table at the close of the summary shows an excess of rain at eighteen of the rainfall divisions and a deficiency at thirty-one. With the exception of a few drops in the centre and west of the North-Western Provinces, there has been no rain whatever over the whole of Northern India from Behar north-westward to the Indus. In most of the more western divisions of this region the ordinary fall during this week is very small and the absence of rain is hence unimportant, but in the eastern divisions the average fall is larger and the want of rain will probably be felt. The excess in Guzerat, Kathiawar and the Konkan is relatively considerable, but in the other divisions reporting heavy rain the excess is small.

In Burma two divisions, vis., Lower and Central Burma, report heavy, and two, vis., Tenasserim and Arakan, light rainfall. In Bengal and Assam every division shows short rain, and from Behar north-westward to the Indus, excluding the centre and west of the North-Western Provinces and including the west of Rajputana and Sind, there has been no rainfall whatever throughout the week. The West Coast districts as well as Khandeish, Berar and the west and centre of the Central Provinces have received more than the average amount of rain, and this excess has spread north-westward into Guzerat and Kathiawar. The east of Central India has also received heavy rainfall for the season, but the west of Central India as well as the whole of Rajputana has been practically without rain. The northern and southern parts of the Madras Presidency have had excessive rain, but the south of the Nizam's divisions and also the central divisions of Madras have all had a deficient supply of rain.

The state of the seasonal rainfall is shown by the last column of the table. The following divisions exhibit a deficiency exceeding 10% on the total rainfall which has been received since the 15th of May last:—Central Burma, East Bengal, Deltaic Bengal, the west of the North-Western Provinces, the central, submontane, hill, and north-western districts of the Punjab, Sind and Rajputana West. All these divisions were included in the deficiency list at the time of the last report, so that as Lower Burma, Khandeish and Guzerat have dropped out, the present report shows a slight improvement on its predecessor.

	Cabon to the second of the sec	RAINFALL	DATA FOR WEE OCTOBER 7TH, 188	K ENDING	RAINFALL DATA FROM MAY 138H TO OCTOBER 7TH, 1889.				
PROVINCE.	DIVISION.	Average Actual Rainfall of Division.	Average Nor- mal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to October 7th.	Excess or De fect of (Season al) Rainfall expressed as a per- centage,		
Maria Company		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.		
GURMAH	Tenasserim	2·38 3·82 2·07 2·27 2·88	2.70 2.65 1.99 ? 3.66	- 0.32 + 1.17 + 0.08 - 0.78	183.41 83.87 57.18 30.91 167.52	173'17 88'88 70'94 ?	+ 6 - 6 - 20 ?		
SENGAL AND ASSAM	Eastern Bengal Assam (Surma) Do. (Brahmaputra) Deltaic Bengal Central Bengal North Bengal Orissa Chutia Nagpur Behar (South) Do. (North)	0'47 0'66 0'81 0'45 0'25 1'16 1'49 0'07 0	1'80 1'67 1'68 1'01 1'05 2'08 1'63 1'01 1'44 1'79	- 1°33* - 1°01 - 0°87 - 0°56 - 0°80 - 0°82 - 0°14 - 0°94 - 1°44 - 1°79	65'41 114'95 77'56 42'97 47'14 97'57 42'81 42'29 40'33 52'58	77'27 91'75 66'31 49'09 48'98 92'04 47'07 45'93 39'30 45'10	- 15 + 25 + 17 - 12 - 4 + 6 - 9 - 8 + 3 + 17		
NORTH - WESTERN PROVINCES AND OUDH.	North - Western Provinces (East). Oudh (South) Do. (North) North - Western Provinces (Central).	0 0 0'02	0.73 0.86 0.75 0.51	- 0.49 - 0.49	43.70 40.43 42.21 27.02	33'40 33'87 36'39 28'70	+ 31 + 19 + 16 - 6		
OODA.	North - Western Provinces (West). North - Western Provinces (Submontane).	0,10	0.27	- 0'17 - 0'52	48.54	Inches.  173'17 88'88 70'94 175'33 77'27 91'75 66'31 49'09 48'98 92'04 47'07 45'93 39'30 45'10 33'40 33'87 36'39 28'70 25'84 39'51  12'42 21'39 24'84 77'65 18'61 6'57  99'35 17'04 95'35 21'11 95'39 28'23 23'76 32'54 39'07 48'78 48'18  38'67 26'52 4'39 26'36 31'296 26'36 36'36'31 21'59 26'36 36'36'31 21'96'35	- 16 + 23		
PUNJAB	Punjab (South)	0 0 0 0 0 0	0°13 0°29 0°22 0°30 0°20 0°04	- 0.13 - 0.20 - 0.30 - 0.50 - 0.04	11.62 16.75 20.52 59.28 16.07 6.72	21.39 24.84 77.65 18.61	- 6 - 22 - 18 - 24 - 14 + 2		
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar Madras (South Central) Coorg Mysore Konkan Bombay Deccan Hyderabad (North) Khandeish	3'42' 1'73' 0'92' 2'22' 2'36' 1'78'	2'24 1'53 2'51 1'84 1'44 1'10	+ 1.18 + 0.20 - 1.59 + 0.38 + 0.92 + 0.68 + 0.46	106·50 33·26 99·93 23·76 125·24 30·34  21·39	95'35 21'11 95'39 28'23	+ :		
CENTRAL PROVINCES	Berar	. 1.15 . 0.91 . 0.37	0.78	+ 0.02 + 0.02 + 0.13	33'95 35'28 50'62 53'46	39.07	+ 1		
BOMBAY (NORTH)	Guzerat	. 1.68	0.18	+ 0.80	35.36 26.53 1.55	26.52			
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East) Rajputana (East), Centra India (West) Rajputana (West)	. 0.93	0.22	- 0.10 - 0.14 - 0.30	38·24 28·50 8·73	25.63	3 + 1		
Madras		. 2'79 . 2'05 . 0'71 . 1'2; . 0'8. . 1'6,	0.86 0.90 1.57 1.39 1.35	+ 0.96 + 1.19 - 0.19 - 0.34 + 0.29 + 0.15	19.30	36·30 21·5 18·48 19·30 16·60	5 + 3 5 + 1 6 + 1 7 + 2		

SIMLA, 10th October, 1889.

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,

Secretary to the Government of India.

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

### Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending 5th October.—Rainfall general; good in most districts and slight in Nellore and Madras. Crops generally good, but affected by excessive rain or moisture in parts of Kistna, Bellary, Anantapur and Nilgiris; withering from want of rain in parts of South Arcot. Prices generally falling or stationary. Labourers employed last day of week,—Rushikulya works, 3,774; Gopalpore Canal, 730; Ghat Roads, 2,779; other minor works, 6,317. Number on village relief on 28th September, 28,266, including 17,122 children; fed in kitchens, 7,173, including 5,314 children. Imports into Ganjam during week by sea and land, 293 tons. General prospects favourable.

Bombay.—For week ending 9th October.—Rain during week generally sufficient; in parts excessive and injurious to crops. Standing crops generally good, but damaged by locusts and other insects in parts of Sind. Harvesting and sowing operations progressing. Fodder sufficient and agricultural stock healthy.

Bengal .- For week ending 8th October .- Rainfall has been general in Orissa, and showers are also recorded from some other districts, chiefly in Central and Eastern Bengal. Winter rice is generally in good condition, but requires more rain in the districts of the Burdwan and Chota Nagpur divisions, in some of the Cachar districts and in Balasore. In Burdwan, Hooghly and Balasore the rainfall has been deficient and the winter rice will be a short crop in consequence. Autumn harvests are nearly finished, and cultivation for the *rabi* crops is in progress. Sugarcane is generally recorded to be fair. Food-stocks are plentiful, and prices are steadily falling in the affected tracts in North Behar. In Chumparun the demand for gratuitous relief is on the decrease.

North-Western Provinces and Oudh .- For week ending 9th October. -Weather continues seasonable, but rain is still wanted in a few districts. The kharif crops are being harvested, and rabi sowings are in active progress. Prospects good. Supplies everywhere ample, but prices are rising in some districts owing to the demand for seed.

Punjab:—For week ending oth October.—No rain. Prices are stationary in all districts except Rawalpindi, where they are rising. Harvesting of kharif crops commenced in Umballa and Dera Ismail Khan. Ploughing for rabi in progress. Rain much wanted for rabi sowings throughout the Province and also for kharif in Sialkot and Lahore. Condition of crops generally good except in Hissar, where they are withering. Prospects of standing crops are said to be generally fair. Outturn of cotton good in Peshawar. Fodder sufficient throughout the Province.

Central Provinces.—For week ending 9th October.—Weather hot and cloudy with occasional showers. Prospects of kharif crops generally continue very good. Outturn of rabi somewhat short in Jubbulpore owing to deficient rainfall; some more rain also required in eastern districts. Rice is being cut in Sambalpore, and the crop is a full one. Sowings of rabi crops commencing under favourable conditions. Prices steady.

Burma.—For week ending 5th October.—Sufficient rain fell throughout Lower Burma, and the crop prospect is generally good. Rain fell in all parts of Upper Burma, and the crop prospect is generally improving, but a little more rain is wanted in Meiktila. The price of paddy has risen 6 per cent. in Tharrawaddy, and fallen 7 per cent. in Akyab and 5 per cent. in Sagaing. No other changes are reported.

Assam.—For week ending 9th October.—Weather and rainfall seasonable. Prospects of rice and tea good. Sowing of pulses progressing.

Mysore and Coorg.—For week ending 9th October.—Rain has fallen more or less throughout the State of Mysore. Crops good. Sowing completed in parts. Outturn of harvest fair. Prices slightly risen in the Bangalore district.

Rainfall 1.54 inches in Coorg during the week. Picking of cardamom crop has commenced.

Berar and Hyderabad.—For week ending 9th October.—Average rainfall in Berar 1'70 inches. Kharif in good condition. Prices steady. Cattle healthy. Weeding continues. Preparation of fields for rabi in progress.

Rainfall in Hyderabad during the week 1'21 inches. Abi crops prospering. Water in tanks sufficient. Reaping of kharif crops in progress, but much retarded owing to continuous rainfall, which, though beneficial to abi crops, is doing damage to kharif crops. Prices stationary.

Central India.—For week ending 9th October:—Rain generally sufficient throughout Agency except in Gwalior. Probable outturn good generally. Prices falling in Goona and in parts of Bhopawar, and rising in Neemuch.

Rajputana.—For week ending oth October.—Slight rain in some places. Standing crops slightly damaged by locusts in Marwar, Meywar and Jeypore. Rain much needed in some districts. Agricultural stock good. Pasturage sufficient. Fodder dear in Marwar. Prices steady generally.

Nepal.—For week ending 3rd October.—No rain. Night dews and morning mists commenced. Prospects very good.

E. C. BUCK, Secretary to the Government of India.

## GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

No. XXIV. of 1889-90.

## APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used as far as possible.

			EK ENDING 1 PTEMBER 188			ENDING 14		TOTAL REC FROM 1ST A TO 15TH SEE BER 188	PRIL TEM-	TOTAL RECE FROM 1ST API 14TH SEPTE 1889.	RIL TO	Total	1,593
Latest Return received.	RAILWAYS.	Total	Receipts		Total mean	Receipts	۲.		Per mile		Per mile	increase in	decrease in 1889-90.
		mean length open.	Total.	Per mile open.	length open.	Total.	Per mile open.	Total.	open per week.	Total.	per week.	- Ag	
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rš.	Rs.	Rs:	Rs.
21st September 1889	East Indian (a) . Patna-Gya . Dildárnagar-Gházipur	1,526 57	7,60,257 7,919 (b) 5,481	498 139	1,526 57 	7,06,349 10,789 (b) (c)	463 189 	1,92,58,464 1,91,797 (b) 1,68,891	526 140  94	1,96,58,096 2,01,017 (b) (c)	537	3,99,632	
21st September 1889 21st ditto 21st ditto 21st ditto 44th ditto 21st ditto	Sindia Rajputana-Malwa Bengal-Nagpur (d) Southern Mahratta (f) Do. Mysore Section Indian Midland Villupuram - Dharma	75 1,664 186 850 140 136	3,58,692 16,706 57,979 10,250 8,403	73 216 90 68 73 62	1,672 305 856 296 746	2,53,000 (e) 23,307 55,296 17,894 (g) 44,463	76 65 60 60	\$1,86,338 7,14,080 17,92,821 2,50,686 3,28,975	205 160 88 75 101	89,44,417 (e) 8,26,099 19,38,864 3,64,259 (g) 12,61,633	225 115 94 65 81	7,58,079 1,12,019 1,46,043 1,13,573 9,32,658	
21st ditto	veram (Nellore Branch) Bareilly-Pilibhit	83 36	4,877 1,162	59 32	83 36	4,802 1,343	58	1,17,282 35,930	59 43	1,15,689 44,813	58 54	8,883	
	TOTAL .	4,753	12,31,726	259	5,577	11,17,243	200	3,10,45,264	272	3,33,54,887	258	23,09,623	
21st September 1889 . 14th ditto . 21st ditto . 21st ditto . 21st ditto . 21st ditto . 21st ditto . 21st ditto . 21st ditto . 21st ditto . 21st ditto . 21st ditto . 21st ditto . 21st ditto . 21st ditto 21st ditto	Government. North Western (h) Oudh and Rohilkhand Bengal Central Wardha Coal Eastern Bengal Nalháti Tirhoot	2,469 692 125 45 673 27 259	5,31,717 1,10,367 17,110 13,325 3,06,708 1,561 23,715	215 159 137 296 456 58 92	2,386 692 125 45 747 27 273	4,37,051 1,06,462 20,180 1,957 2,67,810 1,636 22,683	183° 154 161 43 359 61 83	1,11,84,073 31,72,677 2,96,025 3,37,031 41,49,445 45,212 7,54,660	189 191 99 312 257 70 127	1,22,58,146 35,39,544 3,32,929 3,42,858 44,34,074 44,885 8,76,547	215 213 111 319 261 70 140	10,74,073 3,60,867 36,904 5,857 2,84,629  1,21,887	
14th ditto 21st ditto 14th ditto 21st ditto	Lucknow-Sit a p u r- Sihrámau Jorhát Cherra-Companyganj . Burma (i)	105 25 7 392	4,366 1,336 258 47,468	42 53 37 121	105 25 7 553	3,718 1,544 307 75,059	35 62 44 136	1,17,612 28,392 2,315 13,20,589	14	1,52,746 29,726 3,424 20,16,347	61 50 20 152	35,434 1,334 1,109 6,95,758	
	* TOTAL .	4,819	10,57,931	220	4,985	9,38,407	188	2,14,08,031	185	2,40,31,256	204	26,23,225	0.00
21st September 1889 21st ditto 21st ditto	Lines worked by Gua- ranteed Companies. Madras South Indian Great Indian Peninsula Bombay, Baroda and Central India (1)	840 654 1,497 461	1,54,327 1,07,911 (j) 5,36,867 2,23,529	184 165 359 485	840 654 1,440 461	1,59,910 1,13,030 (k) 3,67,930 1,84,000	173 256	39,06,090 26,00,240 1,96,22,769 (j)	106 545	42,54,259 27,25,687 1,48,59,920 ( <i>k</i> 59,21,948	175 432	3,48,169 1,25,447  1,96,605	47,62,849
	TOTAL .	3,452	10,22,634	296	3,395	8,24,870	243	3,18,54,442		2,77,61,814	343		40,92,628
GRAND TOTAL (GUA)		13,024	33,12,291	254	13,957	28,80,520	205	8,43,07,737	270	8,51,47,957	259	8,40,220	
Gross Est	TIMATED EXPENSES .							4,42,16,583	142	4,45,48,456	136	3,31,873	
	NET RECEIPTS .		.6.					4,00,91,154	128	4,05,99,501	123	5,08,347	
21st September 1889 7th ditto 21st ditto	Assisted Companies. Tarakeshwar Dibru-Sadiya Bengal and North-	22	3,438	156	22	4,605 (m)	209	1,20,664 (n) 1,07,667	246				
21st ditto	Western	376	24,923 6,642			29,930 5,787				11,89,026			
	TOTAL	465	35,003	75	465	40,322	87	16,13,829	124	17,20,510	133	1,06,681	
	Native States.												
21st September 1889	His Highness the Nizam's Guaranteed.	310	31,608	102	354	37,977	107	7,45,069	100	10,26,87.	1 122	2,81,805	
21st ditto	Gaekwar's His Highness the Gaek	59	1,983	34	59	2,310	39	61,310	43	61,822	4	512	
21st ditto	war's Veramgam Mehsána-Vadnagar Bhávnagar-Go n d a l	21	719			600	2003						
21st ditto 21st ditto	Junagarh-Porbanda Morvi	209 . 68 . 124	15,208 2,544 4,523	37	68	17,300 2,57, 6,000	3 3	8 86,21	5 5.	95,70	4 59	9,489	
	TOTAL	. 791	56,58	7	893	66,76	7.	15,35,70	7 8	19,90,62	9:	4,54,922	-

Includes the Dildárnagar-Gházipur State Railway.
Included with East Indian Railway.
Included with Indian Midland Railway.
Includes the Katni-Umaria Branch.
Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
Includes the Bellary-Kistna State Railway.
Includes the Sindia and Bhopal-Itársi State Railways.
Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.

(i) (j)

(k) (l) (m) (n) (o)

Includes the Toungoo-Mandalay extension.
Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itara
State Railways.
Includes the Dhond-Manmad, Khamgaon, and Amraoti State Railways.
Includes the Patri Branch.
Return not received.
Total receipts from 1st April to 8th September 1888.
Total receipts from 1st April to 7th September 1889.

M. C. BRACKENBURY, Major, R.E.,

Under-Secretary.



SUPPLEMENT TO

## The Gazette of Andia.

No. 42.} CALCUTTA, SATURDAY, OCTOBER 19, 1889.

## OFFICIAL PAPERS.

A Supplement to the Gazette of India may deem to one of interest to the Public, and such as may usefully be made known. The Devates of the Legislative Council of His Excellency the Governor General will in future be published in Part VI of the Gazette.

Non-Subscribers to the Gazette may receive the Supplement separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the Gazette can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the Gazette of India is required by Law, or which it has been customary to publish in the Calcutta Gazette, will be included in the Supplement. For such Orders and Notifications the body of the Gazette must be looked to.

## E. J. SINKINSON,

## DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first six months of the official year 1889-90, and of the eighteen preceding years.

(IN THOUSANDS OF RUPEES.)

		YEAR.	871-72	1872-73	873-74	1874-75	1875-76	1876-77	1877-78	62-8781	1879-80	1880-8r	1881-82	1882-83	1883-84	1884-85	1885-86	1886-87	882-88	68-8881	1889-90
	*	Ϋ́	18.	.81	18	18	18	18	18.	18	. 18	18	181	181	181	181	181	181	181	181	181
		Total Revenue,	1,06,44	1,15,68	1,03,54	1,06,96	1,19,09	97,26	1,02,78	99,21	97,59	1,07,95	1,10,70	56,21	52,48	42,41	51,24	49,45	54,49	56,83	66,32
	TOTAL BRITISH INDIA.	Export Revenue.	29,96	37,61	31,79	25,00	36,33	23,44	18,09	22,75	24,87	28,84	33,06	36,73	31,66	23,19	31,16	26,96	29,99	24.56	31,70
	AL BRITIS	Total Import Revenue,	76,48	78,07	71,75	96,18	82,76	73,82	84,69	76,46	72,72	11,67	77,64	19,48	20,82	19,22	20,08	22,49	24.50	32,27	34,62
	TOT	On other Imports.	64,09	64,71	59,64	68,45	92,89	57,84	67,21	58,35	54,93	61,55	58,25	*86-	42	45	42	65	46	6,36	7,83
		On Imports of Liquors.	12,39	13,36	11,11	13,51	14,00	15,98	17,48	11,81	17,79	17,56	19,39	20,46	20,40	18,77	99,61	21,84	24,01	16,52	26,79
		Total Revenue.	12,29	21,85	18,00	14,98	21,62	17,16	14,44	16,61	23,29	24,44	28,76	30,43	23,14	17,96	25,83	22,85	24,35	61,81	26,70
	BURMA.	On Exports.	15,6	18,00	14,08	27.6	17,51	12,40	9,30	12,94	16,89	18,30	21,67	26,41	19,25	14,08	22,65	18,39	82,61	13,22	21,05
	Bt	On other Imports.	2,00	2,25	2,30	3,18	2,31	2,53	2,72	3,34	3,05	3,80	3,76	3	80	9	6	9	-	62	1,58
BEK.		On Imports of Liquors.	8	1,60	1,62	2,03	1,80	2,23	2,42	3,63	3,35	2,34	3,33	3,99	3,81	3,82	3,15	4,40	4,56	4,35	4.07
IO SEPIEMBEK,		Total Revenue,	15,30	13,43	15,73	15,43	16,23	13,71	7,26	926	6,77	12,19	10,55	4,74	5,39	5,49	4,05	5,70	66'9	16.7	16,8
CIF 10	MADRAS.	On Exports.	7,32	5,64	7,21	6,74	5,92	4.34	85	2,05	2,72	4,52	3,11	2,10	2,70	3,16	19,1	2,64	2,46	2,65	3,42
S, AFF	MA	On other Imports.	6,22	5,85	89,9	6,95	7,21	6,55	3,85	4.74	4,41	5,28	5,02	-	7	-	9	9	6	29	36
MONTHS, APRIL		On Imports of Liquors.	1,76	1,94	1,84	1,74	2,10	2,82	2,56	2,97	2,64	2,39	2,42	2,63	2,62	2,32	2,38	3,00	4,51	4,97	5,13
210		Total Revenue.	1,84	2,11	1,49	1,55	16,1	1,13	1,62	1,26	1,97	2,75	2,61	66'1	96'1	2,15	2,47	2,71	2,82	3,39	3,42
FOR THE	SINDH.	On Exports.	89	1,09	58	99	87	n	18	10	01	10	14	25	20	21	33	45	34	19	24
	Srv	On other Imports.	50	49	33	30	5	32	36	25	38	54	58	8	-	61	2	9	60	19	41
		On Imports of Liquors.	99	53	58	- 65	29	70	80,1	16	1,49	2,11	68,1	1,71	1,75	1,92	2,12	2,20	2,45	2,59	2,77
		Total Revenue.	24,48	23,72	22,34	24,55	26,85	21,99	25,95	23,82	21,09	27,85	26,44	4,69	5,99	5,76	6,28	6,64	7,87	9,38	19,67
	BAY.	On Exports.	1,84	1,54	1,53	19'1	3,40	. 52	49	1,007	98	77	72	62	52	77	42	52	74	59	93
	Вомвач	On other Imports.	18,83	9,48	06,71	19,74	20,11	7,55	60,12	0,70	15,84	22,93	50,02	-1,05	20	61	22	28	21	82.1	1,02
		On Imports of Liquors.	3,81 1	2,70 1	2,91	3,20 1	3,34 2	3,92	4,37 2	4,05	4,39 1	4,15 2	5,03 2	5,12	5,27	4,80	5,64	5,84	26,93	1002	7,72
		Total Revenue.	52,53	54,57	45,98	50,45	52,48	43,27	53,51	44,46	41,47	40,72	42,34	14,36	16,00	11,05	12,61	11,55	12,46	96'11	17,62
	BENGAL.	On Exports.	19'01	11,34	8,39	6,22	7,63	6,07	7,27	6,59	4,30	5,15	7,42	7,35	8,99	4,97	6,15	964	29,67	16,7	90'9
		On other Imports.	36,54	36,64 1	32,43	38,28	38,71	30,89	39,19	31,32	31,25	29,00	28,20		9	17	6	61	22	3,06	4,46
		On Imports of Liquors.	5,38 3	6,59 3	5,16 3	5,95 3	6,14 3	6,31 3	7,05 3	6,55 3	5,92 3	6,57 2	6,72 2	1,01	6,95	16,5	6,37	6,40	5,57	66%	7,10
		- "		•		٠	•			•	•	•	•	•	**		• 1			*	•
		zi.	741 • ** 30 **		•	•															
VEAR.											•										
			1871-72	1872-73	1873-74	1874-75	875-76	1876-77	877-78	878-79	1879-80	1880-81	1881-82	882-83	1883-84	884-85	885-86	886-87	88-188	888-89	06-6881

DEPARTMENT OF FINANCE AND COMMERCE,

. The amount refunded is greater than the duty collected,

STATISTICAL BRANCH; Calcutta, 16th October, 1889.

### GOVERNMENT OF INDIA.

## HOME DEPARTMENT.

The following Resolution is published for general information:

PROCEDURE TO BE FOLLOWED IN THE TREATMENT OF CASES OF INDEBTEDNESS OF GOVERNMENT OFFICIALS.

No. 29

Extract from the Proceedings of the Government of India in the Home Department (Public),—under date Simla, the 8th October, 1889.

Read again-

Home Department Resolution No. 2-77 to 102 (Public), dated 19th January, 1884.

## RESOLUTION.

In the Resolution of January 1884 cited in the preamble the Governor General in Council invited the attention of all Local Governments and Heads of Departments to the imperative duty which devolves on them of taking severe notice of the conduct of clerks and other employés who allow themselves to fall into embarrassed circumstances, and it was pointed out that Assistants in Government offices should clearly understand that, if they voluntarily contract debts or obligations which they are unable to meet, they render themselves liable to summary dismissal.

- 2. His Excellency in Council has reason to fear that the tenor of these orders has not always been properly understood, and desires to supplement them by more definite instructions as to what constitutes such a state of indebtedness as to render it undesirable that a person should be retained in the public service. The Governor General in Council accordingly directs that where half the salary of a Government official is constantly being attached for debt, or has been continuously under attachment for more than two years, or is attached for a sum which, under ordinary circumstances, it will require more than two years to repay, a full schedule of the officer's debts should be obtained by the head of the office and the case dealt with in the same way as if the debtor had taken advantage of the insolvency court. In such cases it should be specially ascertained—
  - (1) what is the proportion of the debts to the salary and the extent to which they detract from the debtor's efficiency as a public servant;
  - (2) whether the debtor's position is irretrievable;
  - (3) whether it is desirable under the circumstances to rétain him-
    - (a) in the particular post he occupies, or
    - (b) in any position under Government.

It will be for Local Governments and the different Departments under the Government of India to issue subsidiary directions to officers subordinate to them as to the authority to which the schedule of debts and the report on it should be submitted for orders.

Superintendent of Port Blair and the Nicobars.
Sanitary Commissioner with the Government of India.
Surgeon-General with the Government of India.
Secretary, Board of Examiners.
Registrar, Calcutta University.
Bishop's Chaplain.
Registrar, High Court (with usual covering letter).

ORDER.-Ordered, that this Resolution be communicated to the Local Governments (except Madras) and Administrations; to all the Departments of the Government of India and to the Heads\* of offices under the Home Department.

(True Extract.)

C. J. LYALL,

Offg. Secretary to the Government of India.

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, October 14th, 1889.

There has been no change in the general meteorological conditions. The fine weather which prevailed over nearly the whole of Northern India and the unsettled showery weather which prevailed over Bengal and the Peninsula have alike continued uninterruptedly during the week under review. In the Bay of Bengal the change to cold weather conditions has been carried out during the week, and the north-east monsoon has burst on the Coromandel Coast early and with somewhat more than the usual vigour. During the greater part of the period under review pressure has been very uniform, and the weather undisturbed; but towards the close of the week a well marked depression formed over the Bay, and established a fairly complete cyclonic circulation over the greater part of the Bay.

On the 8th pressure was very uniform all over India, though slightly higher in Assam and lower in Madras than elsewhere. The winds were very light and very variable in direction, and over North-Western India calms were reported in the majority of cases. On the 9th the uniformity of pressure and the variability of the winds continued, and the general weather conditions were such as are ordinarily experienced during October when the transition is effected from the rains to the cold weather. On the 10th the only change of importance was the brisk fall of the barometer which occurred in the Punjab and resulted in the production of a well marked depression. The winds showed an irregular circulation around this low pressure area, but elsewhere the directions remained irregular and variable. The Chart of the 11th showed a further development of the Punjab depression, and a more complete cyclonic circulation of the winds in North-Western India. Elsewhere uniform pressures and variable winds continued. On the evening of the 11th the Punjab depression apparently moved northward into the hills, as slightly unsettled and thundery weather was experienced there, and the next morning the barometer was rising all over Northern India, and no trace of the depression remained. On the morning of 12th a shallow low pressure area lay off the West Coast of the Peninsula, but otherwise readings were very uniform. On the 13th the barometer began to fall over the Bay and a depression to form there. At the same time the wind drew into north on the Circars Coast and into north-west from Madras to Negapatam, showing an initial cyclonic circulation around the The lowest recorded readings of the barometer were however still reported from the West Coast. In Northern and Central India the barometer was very uniform, the winds light and the weather fine. On the 14th the depression over the Bay had undergone very considerable development, the barometer had fallen briskly off the Coromandel Coast, and a small centre of depression was advancing towards the coast between Madras and Nellore. Strongish cyclonic winds prevailed over the south-west of the Bay, and the weather there and over the Peninsula generally was unsettled. Over Northern India and the north of the Peninsula steady fine weather and light variable winds prevailed.

Temperature.—The remarkably low night temperatures, which have prevailed during the past few weeks over the greater part of Northern and Central India, have been equally noticeable during the present week, the relative coolness, indeed, showing signs of increasing. At Quetta on the 14th the minimum was 6° below the normal, at Multan 8°, at Lahore and Sirsa 10°, at Meerut Sambhar, Ajmere and Rajkot 7°, and at Deesa 9°; these differences being on the whole larger than those of the preceding days. At the close of the week in the Punjab the day temperatures also fell below the normal, and the general deficiency over that Province became nearly 4°. This early coolness over North-Western India is the more remarkable, as there does not appear from the reports to have been any early snow in the mountains.

The following table shows the amount of excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:

PROVI	NCES				Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burma					- o.8°	+ 0.0°
Bengal					+ 1.0°	+ 0.0°
North-Western I	Prov	inces	to dise		+ 0.60	+ 0.7
Punjab	13000	•			- 0.6°	- 1.5
Bombay					- 0.1 <sub>0</sub>	+ 0.0
Central Province	es				+ 0.60	+ 0.0
Guzerat and Cer	tral	India			+ 1.3°	+ 0.80
Sind and Rajput	ana				- 0.4°	- 1.0°
Madras				•	- 0.4	+ 0.50

This table shows that relatively to the average there has been very little change of temperature, except in the Punjab and Bombay, where there has been a fall

and rise of about 1° respectively.

Rain.—There has been no rain whatever in Upper India, and in the Central Provinces after a few showers the rains seem also to have ceased. In Bengal on the contrary the weather has been showery throughout the week, and in the Peninsula most unsettled and unusually rainy weather has accompanied the low pressures which have prevailed over that part of the Indian region.

The following is a brief description of the daily distribution of rainfall:

On the 8th scattered showers were reported from Lower Bengal, the coast districts of the Peninsula, Mysore and the Central Provinces. The amounts were, however, in nearly all cases light, and the other parts of the Indian region were rainless. On the 9th a similar distribution prevailed, but the extent and amount of the rainfall had alike increased. On the 10th the rainfall had again decreased in extent, and had entirely ceased over the Central Provinces. In East Bengal some local heavy falls were reported: On the 11th rain was reported from the greater part of Bengal, from the West Coast of the Bay and from several stations in the inland and West Coast districts of the Peninsula. On the 12th there was no change, but on the 13th the rainfall ceased over the north of the Bay and became concentrated over the south of the Peninsula. On the 14th every station to the south of Lat. 16° reported rain, the amounts

being large in some places.

The table at the close of the summary shows that the week's rainfall has been on the whole deficient. In normal years only one division, viz., Sind, has no rain whatever during the week just passed, while in the present case there are\* no less than eleven divisions reporting no rain. In many of these divisions, no doubt, the rainfall is normally very slight, and the absence of it is a matter of little consequence, but in others the normal rainfall is quite appreciable and the want of it may not improbably be felt. The 3rd column of the table shows that at thirty of the rainfall divisions the amount is short and that at nineteen it is in excess of the normal. The regions where the rain is short are roughly Burma, Upper India from Behar to the Indus, the Central parts of the country and Rajputana. In Burma all the districts have received deficient rain and Cachar and Eastern and Deltaic Bengal have participated in this defect, but Central and North Bengal, the Brahmaputra valley, Orissa and Chutia Nagpur have all received heavy rain. From Chutia Nagpur north-westward up the Gangetic plain to the Indus there has been practically no rain. The West Coast districts, including Berar, the Deccan, Guzerat and Kathiawar, have all received more than the normal rainfall-in some cases largely so; but over the Central Provinces and the east of the Peninsula the variations in the rainfall are irregular. Rajputana and Central India like the region to the northward have received little or no rain.

The maximum falls are in no way remarkable over the greater part of India, but some places on the West Coast of the Peninsula, in parts of Madras

and in East Bengal have received large amounts, thus:

Netrokona in Mymensingh reports 10½ inches; Cottayam in Travancore 10¾ inches; Muddibehal in Bijapur 8 inches; Sompet in Ganjam 10½ inches; and

Palmanavi in North Arcot 7 inches.

The concluding column of the table shows the result of the past rains. Over the greater part of the country the fall has been fairly good, but in the following divisions the seasonal rainfall has been more than 10 % deficient:— Central Burma, East and Deltaic Bengal, the west of the North-Western, Provinces, the centre, submontane, hill, and north-western districts of the Punjab Khandeish, Sind and Rajputana.

•		RAINFALL	DATA FOR WEE OCTOBER 14TH, 18	K ENDING	RAINFALL I	DATA FROM MA	у 13ти то 889.
PROVINCE.	DIVISION.	Average Actual Rainfall of Division.	Average Nor- mal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to October 14th.	Excess or De fect of (Season al) Rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
•	Tenasserim	0.44	* 2.66	- 2.55	183.85	175.83	+ 5
A STATE OF THE PARTY OF THE PAR	Lower Burmah	0.08	2'14	- 1.19	84.85	91,03	- 7
BURMAH	Central Burmah	1.76	1.79	- 0.03	58.94	72.74	- 19
	Upper Burmah	0.33	2.67	- 2°34	39'33	178.00	- 6
. (	Eastern Bengal	1'27	1.76	- 0.49	66.68	79.04	- 16
	Assam (Surma)	0.73	1,00	- 1.17	115.67	93.65	+ 24
STATE OF THE STATE	Do. (Brahmaputra)	1'42	1.16	+ 0'26	78.98	67'47	+ 17
	Deltaic Bengal	1.07	1.21	- 0'44	44'04	50.60	- 13
BENGAL AND ASSAM	Central Bengal	1.68	1.34	+ 0.34	48.60	50.32	- 3 + 6
	North Bengal	0.87	0.79	+ 0.08	98:43	92.83	
	Orissa	3.00	1.88	+ 1.31	45.91	48.96	- 6
	Behar (South)	1.64	1.03	+ 0.05	44.03	46.95	- 6
	Do. (North)	0.40	0.20	- 0.13 - 0.13	52.85	39.89 45.80	+ 2 + 15
1	North - Western Provinces	0.03	0.21	- 0:49	43'72	33.91	+ 29
	(East). Oudh (South)	.0	0.33	- 0.33	40.43	34'20	+ 18
。 第一章	Do. (North)	0	0.42	- 0.43 - 0.43	42.51	3681	+ 15
NORTH - WESTERN	North - Western Provinces	0	0'24	- 0.54	27'02	28.94	- 7
Oudh.	(Central). North - Western Provinces	0	0.14	- 0.14	21.4	25:98	- 16
	(West). North - Western. Provinces (Submontane).	. 0	0.36	- o.36	48.54	39.87	+ 22
	Punjab (South)	ó	0'14	- 0.14	11.62	12.26	- 7
	Do. (Central)	0	0.18	- 0'18	16.75	21.57	- 22
	Do. (Submontane)	0'02	0.08	- 0.00	20.24	24'92	- 18
PUNJAB	Do. (Hill Districts)	0.01	0'30	- 0.39	59'29	77'94	- 24
	Do. (North-West)	0	0.12	- 0'15	16.07	18.76	- I4
1	Do. (West)	0	0.04	- 0.04	6.43	6.60	+ 2
(	Malabar	3.88	2'79	+ 1.00	110.38	102'14	+ 8
	Madras (South Central) .	2.85	1.88	+ 0.03	36.10	18.01	+ 91
BOMBAY AND MALA-	Coorg	0.03	2.45	- 1.25	100.86	97.80	+
BAR COAST DIS-	Mysore	1	1.73	+ 2'16	27.65	22'84	+ 2
TRICTS (MADRAS).	Konkan	1.26	0.80	+ 0.06	125.95	20.11	+ 3
	Hyderabad (North)						
1	Khandeish	0.50	0:75	- 0.46	21.68	24.25	- 12
(	Berar	0'27	0.10	+ 0.08	34.22	32'73	+ 5
CENTRAL PROVINCES	Central Provinces (West)	0'14	0.18	- 0.04	35'44		- 10
AND BERAR.	Ditto (Central) .	0.17	0.18	- 0.01	50.79	48.96	+ 4
	Ditto (East)	2.43	0.50	+ 2.19	55.89		+ 15
	Guzerat	0'23	0.12	+ 0.08	35.28	38.82	- 1
BOMBAY (NORTH) .	Kathiawar .	1.10		+ 1.07			+
	Sind	. 0	O O	0			- 6
	Central India (East)	0.08	0.50	- 0'12	38.33	35'33	+ 1
RAJPUTANA AND CEN-	Rajputana (East), Centra	COLUMN TO A STATE OF THE COLUMN TO STATE OF T		- 0'02			
TRAL INDIA.	India (West).	. 0	0.02	- 0.02	8:73	13'04	— 3:
	Rajputana (West)		in a				
	East Coast (North)	3'23	1:79	+ 1.44	37'97		A STATE OF THE PARTY OF THE PAR
	Do. (North) (a) .	1.85		+ 0.78	The state of the s		+ 1
	Hyderabad (South)	0'29		+ 1.00 - 0.22			+ 2
MADRAS	Madras (Central)	2.00	COLD DESCRIPTION OF THE PROPERTY OF	-+ 1°00 0°27			
	East Coast (Central)	1.33		+ 1.10		0.0	
	Ditto (South)	2'04	TO SEE DEPOSIT FOR THE ACCUSED OF	+ 0.37	13.07	Carlo Company	
	( Madras (South)		1.13	. 31	0 1	MARKET STATE OF	CONTRACTOR AND ADDRESS OF THE PARTY OF THE P

SIMLA, 17th October, 1889.

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,

Secretary to the Government of India.

### GOVERNMENT OF INDIA.

## REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending 12th October.—Rainfall during week general and good in all districts. Crops generally good, but withering from want of rain or water in parts of Nellore, Chingleput and South Arcot and suffering from excessive rain in parts of Anantapur, Bellary and Nilgiris. Prices generally stationary. Labourers employed last day of week,—on Rushikulya works, 2,016; Gopalpore Canal, 472; Ghat Roads, 1,987; other minor works, 6,834. Number on village relief, 20,560, including 12,430 children; fed in kitchens, 5,275, including 3,913 children. Imports into Ganjam during week by sea and land, 350 tons. General prospects good.

Bombay.—For week ending 16th October.—Rain during week almost general throughout the Presidency Proper, injuring crops in parts; total fall generally sufficient. Crops damaged by locusts in parts of Sind; elsewhere good. Harvesting and sowing operations in full progress. Fodder prospects good and agricultural stock generally healthy.

Bengal.—For week ending 15th October.—Good general rain has fallen in Orissa and Chota Nagpur, and local showers, in most cases light, are reported from almost all other districts. Prospects of the winter rice crop are generally favourable, but more rain is still required, chiefly for the highlands in the western districts of Bengal and in some of the Behar districts. Autumn harvests are now practically over, and the outturn is generally fair. Cultivation of rabi crops is in progress and sowings have begun. Sugarcane is in fair condition. Prices of rice are still high and almost stationary throughout the Province. In the affected tracts in Behar prices have fallen, and food-stocks are sufficient.

North-Western Provinces and Oudh.—For week ending 16th October.— Though more rain would be beneficial in Jhansi, Meerut and Saharanpur, the weather has been very favourable for the harvesting of the kharif and ploughing for and sowing of rabi which were in full progress during the week. The outturn where reported promises well. Markets are well supplied. Prices fluctuating.

Punjab.—For week ending 16th October.—No rain. Prices stationary in all districts, except Delhi and Amballa where they are rising. Harvesting of kharif crops commenced in certain districts. Ploughings for and sowings of rabi in progress. Rain wanted for rabi sowings in all districts and also for kharif in Ferozepur and Lahore. Crops are reported to be in good condition, except in Hissar where they are withering. Prospects of standing crops fair, only rice crop is suffering for want of rain in some districts. Fodder sufficient throughout the Province.

Central Provinces.—For week ending 16th October.—Weather clear with light rain in places, and good showers in eastern districts. Rice being cut and is yielding good outturns; other standing crops in excellent condition. Rabi sowings commenced. Prices generally steady and falling in places.

Burma.—For week ending 12th October.—Heavy rain fell in the Pegu, Prome, Henzada, Shwegyin and Toungoo districts, and light showers elsewhere in Lower Burma. The crop prospect in Lower Burma continues good. Heavy rain fell in Magwe and Yamethin districts, in other districts in Upper Burma there was light rain except in Mandalay where none fell. Prospects of crops in Upper Burma good generally. The price of paddy has fallen 10 per cent. in Sandoway; 8 per cent. in Henzada; 4 per cent. in Thayetmyo; 10 per cent. in Moulmein; 5 per cent. in Tavoy and 6 per cent. in Lower Chindwin. Prices rose 5 per cent. in Shwegyin and were stationary elsewhere.

Assam.—For week ending 16th October.—Rainfall light. Land being prepared for mustard and pulses. Winter rice and tea doing well.

Mysore and Coorg.—For week ending 16th October.—Rain in Civil and Military Station 3.12 inches. Rainfall good in Bangalore, Kolar, Tumkur and Mysore districts. Crops good except in parts of the Bangalore district where excessive rain has fallen. Dry crops being harvested in parts. Prospects favourable. No material change in prices.

Rainfall 5 inches in Coorg. Standing crop in good condition. Picking of cardamoms commenced.

Berar and Hyderabad.—For week ending 16th October.—Average rainfall 39 inch in Berar. Kharif is in good condition. Sowing of rabi crops commenced. Fodder sufficient except in Chikhli, Buldana district. Agricultural stock is in good condition. Prices unchanged.

Rainfall during the week in Hyderabad '87 inch. Total since 1st January 34'15 inches. Abi crop benefited; kharif crops damaged; and rabi sowings delayed by rainfall of week. Water in tanks sufficient for abi and tabi crops. Prices stationary.

Central India.—For week ending 16th October.—No rain fell during the week. Crop prospects continue generally good. Prices rising in Goona.

Rajputana.—For week.ending 16th October.—Rainfall slight in Pertabgarh, moderate in Shahpura, elsewhere nil. Rabi sowings in progress. Standing crops being harvested. Agricultural stock good. Fodder dear in Marwar and failing in Dholepur. Prices rising in Jhallawar, Kerowlee and Dholepur. Opium and cotton promising in Jeypur, but injured for want of rain in Dholepur.

Nepal.—For week ending 10th October.—No rain. Clear sky. Prospects very good.

J. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

## GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

No. XXV. of 1889-90.

## APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used as far as possible.

			EEK ENDING			EK ENDING 2 EPTEMBER 18			PRIL PTEM-	TOTAL RECEIPTS FROM 1ST APRIL TO 21ST SEPTEMBER 1889.		Tetal	
Latest Return received.	RAILWAYS.	Total mean	Receipts	.•	Total mean	Receipt	s.		Per mile		Per mile	Total increase in \$889-90.	Total decrease in 1889-90
		length open.	Total.	Per mile open.	length open.	Total.	Per mile open.	Total.	open per week.	Total.	per week.		
	State Lines worked by Companies.	12 0 d	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs. (a)	Rs.	Rs.	Rs.
28th September 1889	East Indian Patna-Gya Dildárnagar-Gházipur Sindia	1,514 57 12 75	7,45,025 15,454 548 4,805	492 271 46 64	1,526 57 	(a) 6,95,680 16,204 (b) (c)	456 284 	1,99,68,419 2,07,251 35,618 1,73,696	528 145 119 93	2,03,53,776 2,17,221 (b) (c)	534 152 	3,85,357 9,970 	35,618
28th September 1889 28th ditto 28th ditto 28th ditto 28th ditto 28th ditto	Rajputana-Malwa Bengal-Nágpur (d) Southern Mahratta (f) Do. Mysore Section Indian Midland Villupuram - Dharma	1,664 186 850 140 136	3,38,021 14,388 56,172 8,969 6,906	203 77 66 64 51	1,672 305 856 296 746	2,28,000 (e) 25,186 66,402 19,343 (g) 47,272	136 83 78 65 63	85,24,359 7,28,468 18,48,993 2,59,655 3,35,881	205 157 87 74 99	91,66,444 (e) 8,51,285 20,05,266 3,84,817 (g) 13,11,869	221 114 94 65 80	6,42,085 1,22,817 1,56,273 1,25,162 9,75,988	:
28th ditto .	veram (Nellore Branch) Bareilly-Pilibhit	83 36	4,133 857	50 24	83 36	4,295 1,419	52 39	1,21,415 36,787	59 43	1,19,963 46,210	58 53	9,423	1,452
	TOTAL .	4,753	11,95,278	251	5,577	11,03,801	193	3,22,40,542	271	3,44,56,851	256	22,16,309	
28th September 1889 28th ditto 21st ditto 21st ditto 21st ditto 21st ditto 21st ditto 22st ditto 28th ditto 28th ditto	State Lines worked by Government. North Western (h) Oudh and Rohilkhand Bengal Central Wardha Coal Eastern Bengal Nalháti Tirhoot Lucknow-Sit a pur-	2,469 692 125 45 673 27 259	4,59,508 97,105 19,208 8,740 2,91,496 2,395 22,410	186 140 154 194 433 89 87	2,386 692 125 45 747 27 273	4,64,873 1,13,483 19,190 9,792 2,63,350 1,693 24,687	195 164 153 218 353 63 90	1,16,43,581 32,69,782 3,15,233 3,45,771 44,40,941 47,607 7,77,070	189 189 101 307 260 71 125	1,27,23,019 36,60,157 3,52,119 3,52,680 46,97,424 46,843 9,01,296	214 212 113 315 205 70 138	10,79,438 3,90,375 36,886 6,909 2,56,483  1,24,226	    
21st ditto	Sihrámau Jorhát Cherra-Companyganj Burma (l)	105 .25  392	3,775 1,610  40,027	36 64  102	105 25  553	4,177 1,190 (i) 75,504	40 48  137	1,21,387 30,002 ( <i>j</i> ) 2,315 13,60,616	46 48 14 148	1,57,029 30,916 (k) 3,424 20,92,474	60 50 20 159	35,642° 914 1,109 7,31,858	=
	TOTAL .	4,812	9,46,274	197	4,978	9,77,939	196	2,23,54,305	186	2,50,17,381	203	26,63,076	
28th September 1889 - 28th ditto - 28th ditt	Lines worked by Guaranteed Companies, Madras South Indian Great Indian Peninsula Bombay, Baroda and Central India (o)	840 654 1,497 461	1,46,526 1,00,419 (m)4,92,272 2,07,052	174 154 329 449	840 654 1,440 461	1,77,835 1,08,473 (n) 4,03,680 1,58,000	212 166 280 343	40,52,616 27,00,659 2,01,15,041 (m) 59,32,395	193 165 537 515	44,29,439 28,35,380 1,53,44,041 (n) 60,81,415	212 174 428	3,76,823 1,34,721  1,49,020	47,71,00
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GRAND TOTAL (GUAR	CANTEED AND STATE) .	13,017	30,87,821	237	13,950	29,29,728	210	8,73,95,558	269	8,81,64,507	258	7,68,949	
GROSS EST	IMATED EXPENSES .		'		à.			4,58,51,584	141	4,61,62,310	135	3,10,726	est 111
	NET RECEIPTS .							4,15,43,974	128	4,20,02,197	123	4,58,223	-
28th September 1889 14th ditto 28th ditto	Assisted Companies. Tárakeshwar Dibru-Sadiya Bengal and North-	22 	3,372	153	22	4,625 (i)	210	1,33,036 (j) 2,06,942	242 111	1,38,887 (k) 2,28,032	254 122	5,851 21,090	
28th ditto	Western	376 67	36,562 4,770	97 71	376 67	27,170 6,114	72 91	11,58,646 1,69,184	123 105	12,15,610	130	56,964 15,228	
The second second	TOTAL .	465	44,704	96	465	37,909	82	16,67,808	123	17,66,941	131	99,133	
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28th September 1889.	His Highness the Nizam's Guaranteed .		26.100	0		12.404		7 71 178	108				
28th ditto	His Highness the Gaekwar's	310	1,989	34	354 59	43,4°4 2,110	123	7,71,178	43	10,70,278	122	2,99,100	-
28th ditto	His Highness the Gaek war's Veramgam- Mehsána-Vadnagar	5,1835	847	40	27	600		22,558		26,345	39	3,787	
28th ditto	. Bhávnagar-Go n d a l- Junagarh-Porbandar Morvi		14,857	71 31	261 68	15,586	60		.97	6,38,225	99	1,65,936	
28th ditto	8th ditto . Jodhpore		6,698	54	124	5,300	43	1,70,668	55	1,61,868	53		8,50
	TOTAL .	791	52,639	67	893	69,394	78	15,88,346	84	20,58,978	93	4,70,632	1 "

Includes the Dildárnagar-Gházipur State Railway.
Included with East Indian Railway.
Included with Indian Midland Railway.
Includes the Katni-Umaria Branch.
Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
Includes the Bellary-Kistna State Railway.
Includes the Sindia and Bhopal-Itársi State Railways.
Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.

(i) Return not received.
(j) Total receipts from 1st April to 15th September 1888.
(k) Total receipts from 1st April to 14th September 1889.
(l) Includes the Toungoo-Mandalay extension.
Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itiás State Railways.
(n) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(o) Includes the Patri Branch.

M. C. BRACKENBURY, Major, R.E., Under-Secretary



SUPPLEMENT

## The Gazette of Andia.

No. 43.}

CALCUTTA, SATURDAY, OCTOBER 26, 1889.

## OFFICIAL PAPERS.

A Supplement to the Gazette of India will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in Part VI of the Gazette.

Non-Subscribers to the Gazette may receive the Supplement separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the Gazette can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the Gazette of India is required by Law, or which it has been customary to publish in the Calcutta Gazette, will be included in the Supplement. For such Orders and Notifications the body of the Gazette must be looked to.

# GOVERNMENT OF INDIA. DEPARTMENT OF FINANCE AND COMMERCE.

# RETAIL PRICES FOR THE 1St HALF OF SEPTEMBER 1889.

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## GOVERNMENT OF INDIA.

## HOME DEPARTMENT.

SCHOOL FOR MODERN ORIENTAL STUDIES ESTABLISHED BY THE IMPERIAL INSTITUTE OF THE UNITED KINGDOM, THE COLONIES AND INDIA IN UNION WITH UNIVERSITY COLLEGE AND KING'S COLLEGE, LONDON.

India Office, London, 22nd August 1889.

Public (Educational).
No. 89.

His Excellency the Most Honourable the Go ernor General of India in Council.

My Lord Marquis,—I transmit, for the information of Your Excellency in Council, copy of a letter from the Imperial Institute, regarding a School for Modern Oriental Studies established by the Governing Body of that Institute.

2. Copies of the printed statement of particulars referred to in Sir F. A. Abel's letter are also forwarded.

I have the honour to be,

My LORD MARQUIS,

Your Lordship's most obedient, humble Servant,

CROSS.

No. 521, dated 1, Adam Street, Alelphi, W.C., 2nd July 1889.

From—SIR F. A. ABEL, Esq., Secretary of the Imperial Institute of the United Kingdom, the Colonies and India,

To-The Under-Secretary of State for India, India Office.

I have received the instructions of His Royal Highness the President of the Institute to request that you will be so good as to bring to the notice of the Secretary of State for India in Council the accompanying statement of particulars respecting a "School for Modern Oriental Studies" which has been established by the Governing Body of the Imperial Institute, in co-operation with the Councils of University College and King's College, London, with the object of supplying the requirements of those seeking official employment, and of officials holding appointments, in connection with which a practical knowledge of one or other of the Modern Oriental Languages is indispensable or desirable:

It has been represented to the Governing Body of the Institute that the tuition and facilities to be afforded by this School, which it is intended should correspond in character to those provided by important State Modern Oriental Schools in Germany, France, and Austro-Hungary, will be, in many directions, of great assistance and value, not only to those seeking employment or holding appointments in the Indian Civil Service, but also to natives.

The languages to be dealt with in the School comprise, in Division I. Sanscrit, Bengali, Hindi, Hindustani, Tamil, Telugu, Punjabi, Pali, Marathi, Gujarati, Arabic and Persian; and, in Division II. Colloquial Arabic, Chinese, Burmese, Modern Greek, Colloquial Persian, Japanese, Russian, Turkish, Malay, and Swaheli.

I am instructed to express a hope that Lord Cross may deem it desirable to cause measures to be taken for officially directing the attention of the Government of India to the existence of the new school of Modern Oriental Studies, and to afford it such official recognition as may be in his power to bestow.

School for Modern Oriental Studies established by the Imperial Institute of the United Kingdom, the Colonies and India in union with University College and King's College, London.

The commercial and official Classes in the United Kingdom, whose pursuits entail either temporary residence in, or visits to, Oriental Countries and communion or correspondence with the natives of those Countries, have long experienced the want of facilities which might be afforded by a sufficiently comprehensive public Institution, where a practical and colloquial acquaintance with the more important Modern Oriental Languages might be acquired.

In France, Germany and Austria-Hungary, there exist Institutions of magnitude and importance, for affording instruction in the spoken and written Oriental dialects and in matters relating to the history, commerce and political economy

of the Countries in which those languages are spoken.

In France, the School of Living Oriental Languages, which was founded nearly 100 years ago, receives from the State the free use of a large building and a grant of over £6,000 per annum; gratuitous instruction is there given in the chief Modern Oriental Languages, and a commercial section has recently been added to it by the Minister of Public Instruction

been added to it by the Minister of Public Instruction.

The Imperial Oriental Academy of Vienna has long been of world-wide celebrity and has greatly contributed to the extension of commerce in Austria-Hungary, whilst in Berlin, the Imperial German School of Living Oriental Languages, established a year ago upon a very important footing, has already received considerable development. This school is supported by an annual sub-

vention of £3,600, and the tuition there is entirely gratuitous.

Although the scope of action of the Imperial Institute, as defined by its Charter, does not embrace the exercise of actual educational functions, its Governing Body has considered that the creation and development of an organisation for providing, in the United Kingdom, the important aid to the Official and Commercial sections of the community which is furnished to Continental Nations by such establishments as above named, might prove a work of considerable utility.

There have existed at University College and at King's College, since their foundation, Professorships of certain Oriental Languages; the Indian School of University College on the one hand, and the Oriental section of King's College on the other, have accomplished useful work in the preparation of candidates for the Indian Civil Service and other Government Departments, by affording facili-

ties for the study of some of the Eastern Languages.

The Committee of the Institute, having met with a cordial response from the Councils of the two Colleges, to a proposal to consolidate the work of this nature now being performed there, and to bring it into harmonious working with a scheme for affording practical instruction in other important Oriental Languages, now desire to direct attention to the results of a careful consideration of the whole subject by a Special Committee, appointed by them for that purpose, which includes representatives of the Councils of University and King's Colleges, and of which the following are the Members:

SIR FREDERICK ABEL, C.B., D.C.L., D.Sc., F.R.S. (Chairman). COL. SIR EDWARD BRADFORD, K.C.S.I. SIR FRANCIS DILLON BELL, K.C.M.G., C.B. COL. SIR CHARLES WILSON, R.E., K.C.B., K.C.M.G. SIR THOMAS WADE, G.C.M.G., K.C.B. MAJ.-GENL. SIR FREDERIC GOLDSMID, K.C.S.I., C.B. SIR PHILIP MAGNUS. MAJOR C. M. WATSON, R.E., C.M.G. SIR GEORGE YOUNG, Bart., LL.D. Nominated by the Council of University College. PROFESSOR HENRY MORLEY, LL.D. ) THE REV. HENRY WACE, D.D. Nominated by the Council of King's College. PROFESSOR R. K. DOUGLAS

Arrangements have been completed by this Committee and approved of by the Governing Bodies of the Imperial Institute and of the two Colleges, for the organisation of a School in London, designed both for giving instruction in Modern Oriental Languages and also for the pursuit of studies relating to the history, literature, commercial and physical geography, political economy and the natural and industrial resources of the Countries and Districts in which the various languages are used.

It is in contemplation to arrange for the delivery of Special Lectures or courses of Lectures from time to time, in connection with the School, by Ex-

perts or Specialists, in any of the foregoing subjects:

This School will be carried on under the immediate direction of the Committee above specified.

The classes which the "School of Modern Oriental Studies" comprises, are

divided under two Heads:

DIVISION I. includes classes for all Oriental Languages especially required by Students qualifying for examinations for the Indian Civil Service, the instruction being of the same character as that provided for some time past at University College and at King's College.

These classes will, from the commencement of the AUTUMN TERM of 1889, be continued at University College and will be conducted under regulations common to the other classes which combine with them to constitute the Gen-

eral School.

This division includes instruction in Sanscrit, Bengali, Hindi, Hindustani, Tamil, Telugu, Punjabi, Pali, Marathi, Gujarati, Arabic and Persian.

DIVISION II. consists mainly of classes for Modern Oriental Languages

other than the Indian Languages.

The courses of tuition will be of a practical rather than of an academic character; they will have particular reference to commercial and official requirements and to the facilitation of colloquial intercourse with natives of Oriental Countries.

It is in contemplation, so soon as the number of Students warrants the expenditure, to secure the services of native readers and teachers of

conversation in connection with the classes of this Division.

The Languages to be taught in Division II. comprise Colloquial Arabic, Modern Greek, Colloquial Persian, Russian, Turkish, Chinese, Burmese, Japanese, Malay and Swaheli.

The classes under this Division will be conducted at King's College, where arrangements will also be made for the establishment of evening classes.

The names of Instructors and the places where various classes will be held are given below:

There will be three terms, of about ten weeks, in each year, as follows:

AUTUMN TERM-commencing about the beginning of October. SPRING TERM-commencing about the middle of January.,

SUMMER TERM-commencing early in May.

## The School will open with the Autumn Term of 1889.

A fee of THREE GUINEAS per term will have to be paid in advance by each Student for each Language taken up for instruction. This payment will entitle the Student to the use, within the colleges, of text books, dictionaries, and works of reference required in connection with the particular Language taught, and to the use of all the facilities which it is proposed to secure in the development of the School.

Accommodation will be provided to enable Students to pursue their studies

at hours when the classes are not held.

The Libraries of both Colleges will be opened to Students in any of the

classes of the School, during the usual hours of study.

Intending Students should communicate with the ORGANISING SECRETARY at the Offices of the IMPERIAL INSTITUTE, I, ADAM STREET, ADELPHI, LONDON, W.C., where the registration of Students will take place, and where all information regarding the School will be supplied.

F. A. ABEL,

## DIVISION I.

## HELD AT

## UNIVERSITY COLLEGE, LONDON.

Languag	es.				Names of Professors or Lecturers.
SANSCRIT	9.00	1000	100		C. BENDALL.
BENGALI			200		J. F. BLUMHARDT.
HINDI					J. F. BLUMHARDT.
HINDUSTA	NI				J. F. BLUMHARDT,
TAMIL					J. Bradshaw.
TELUGU					
PUNJABI					
PALI					T. W. RHYS DAVIDS, LL.D. Ph.D.
MARATHI					H. CHINTAMON.
GUJARATI					S. A. KAPADIA, M.D., L.R.C.P.
ARABIC	•	•		.{	C. RIEU, Ph.D. H. A. SALMONE.
PERSIAN			in the second		C. RIEU, Ph.D.

## DIVISION II.

## HELD AT

## KING'S COLLEGE, LONDON.

Languages.		Names of Professors or Lecturers.
COLLOQUIAL ARACCHINESE BURMESE MODERN GREEK COLLOQUIAL PERS JAPANESE RUSSIAN TURKISH MALAY SWAHELI		The Rev. Dr. J. L. Sabunjie. R. K. Douglas. General Ardagh. M. Constantinides. Sir Frederic Goldsmid. F. V. Dickins, M.B., B.Sc. N. Orloff, M.A. Charles Wells, Ph.D.  Archdeacon Farler.*
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<sup>\*</sup> The Committee is in communication with this gentleman.

C. J. LYALL,

Offg. Secretary to the Government of India.

## GOVERNMENT OF INDIA

## REVENUE AND AGRICULTURAL DEPARTMENT.

## Correspondence relating to the loss of the S.S. Vaitarna off the Bombay Coast in November 1888.

No. 272-S., dated Simla, the 19th June 1889.

From-The Meteorological Reporter to the Government of India,

To-The Secretary to the Government of India, Revenue and Agricultural Department.

I have the honour to submit the following reply to the various charges which have been made against the Meteorological Department in connection with the loss of the *Vaitarna*, in accordance with the request contained in your No.  $\frac{82}{3.21}$ -M., dated Simla, the 6th May 1889.

- 2. The following appear to be the whole of the points and issues which require consideration and answer. The Court of Enquiry calls the attention of the Government to the following defects:
  - (a) The want of a proper system of meteorological observations on the Coast of India.
  - (b) The want of a proper system of exhibiting storm-warning signals on the Coast of India.

It also records the opinion-

(c) That if a proper storm-warning system had been in force with communication to most of the northern ports, intimation could have been conveyed in time to have enabled the Vaitarna to avoid the cyclone.

In addition to these three points, the following are suggested by the evidence and subsequent discussion on the evidence:

- (d) Whether the Simla Office with the system then in force gave as full warning and information to merchants and shippers in Bombay of the storm in question as could reasonably have been expected.
- (e) Whether the Bombay storm-warning system then in operation was defective and unsatisfactory, and also to whom the blame for this state of affairs should be assigned.
- 3. My reply may be summed up as follows:
  - (a) That there is a fairly complete and satisfactory system of observations along the Coast of India, but the Kattiawar Coast is imperfectly represented.
  - (b) That there is a proper and satisfactory system for warning at least three-fourths of the Coast of India, but that the Bombay system was at the time of the Vaitarna disaster defective. The India Meteorological Department was, however, at the time endeavouring to remedy the defect.
  - (c) That if a proper and complete system for warning the Bombay (including the Kattiawar) Coast had been in force at the time, it almost certainly would not have enabled the Vaitarna to weather the storm, as she was too lightly built to encounter a cyclonic storm and was navigating a portion of the Coast where there is no shelter, and the Captain was apparently more or less ignorant of the laws of storms. It is, moreover, doubtful whether any system of storm signals would be of much use to vessels of the Vaitarna build navigating the Kattiawar Coast.
  - (d) The Simla Office gave as full warning of the position and character of the storm to the West Coast-ports by means of signal and telegrams as could reasonably be expected, more especially when the

circumstances under which the Simla Office was performing that duty at that time are taken into consideration.

- (e) Neither the Bombay authorities nor Mr. Chambers ever called the attention of the Meteorological Department or the Government of India to the defects of the Bombay meteorological and stormwarning services so far as the Kattiawar Coast is concerned, and hence they are in part, if not chiefly, responsible for the continuance of the defect.
- 4. As a full explanation is desired, I will deal with each of these five points seriatim, and finally give a full statement of the action taken by the Simla Office to warn the West Coast ports during the progress of the storm, in order to give as complete a reply as possible to the fourth and most important issue. Before doing so I have to point out that the enquiry of the Court appears to me to have been imperfectly conducted and that the actual wording of its conclusions goes far beyond the scope of this enquiry. It neither summoned Mr. Hutchinson, Meteorological Reporter for Western India, nor Mr. Dallas, Assistant Meteorological Reporter to the Government of India, who hoisted the signals during the storm and was present in Bombay at the time and ready to give evidence; and bases the whole of its conclusions on the meteorological aspect of the enquiry upon the evidence of a single witness, who in no way represented the Meteorological Department. The enquiry was hence one-sided, and in my opinion failed to point out the more striking and most easily remedied defects of the Bombay storm-signal service.

I may also point out that the Government of Bombay concurs in the opinion of the Court that if a proper storm-warning system had been in force with communication to most of the northern ports, intimation could have been conveyed in time to have enabled the Vaitarna to avoid the cyclone, and bases its concurrence on statements which, to say the least, do not represent facts. The Bombay Government says that it appears from a report submitted by Mr. Hutchinson, Meteorological Reporter for Western India, that merchants and shippers were not informed at the time the vessel left B mbay of the existence of a cyclonic storm on the Kattiawar Coast. The facts are that the storm signals were flying at Bombay when the Vaitarna left that port (intimating to merchants, shippers, port authorities, &c., that there was a cyclonic storm in the Arabian Sea at some distance from the Bombay Coast), and that there was also at that time no cyclonic storm in existence on or off the Kattiawar Coast.

- 5. In reply to the first issue [(a) paragraph 2] it is sufficient to point out that there was at the time the Court sat a very fairly complete and well-organized system of meteorological observation over the whole of India, coast and inland. Mr. Chambers' sole suggestion in this respect, vide page 9 of report of the Court, is to establish an Observatory at Verawal, in addition to the 162 already in existence. So far as I can judge, this is the sole evidence for the recommendation of the Court. It might properly have pointed out the local deficiency in Kattiawar. Instead of that it condemned the whole system without making any enquiry into its character and extent.
- 6. With respect to the second criticism of the Court of Enquiry [(b) paragraph 2], it is presumed that the Court did not intend deliberately to ignore the fact that the Meteorological Department has, under instructions from the Government of India, devoted much time and labour during the last three years to the perfecting of the Bengal storm-warning system and the introduction of a satisfactory system suited to local requirements for warning the Burma and Madras ports. What the Court apparently intended to say was that the Bombay system, as in force at the time of the Vaitarna disaster, was defective or not a proper system, by which it perhaps meant that it was not based on correct principles. For this, as I shall show presently, I cannot assume any responsibility.

The opinion of the Court is worded in such a manner that I am unable to infer with certainty what it really means, but assume it is what I have stated above. A warning system had been in operation for the Bombay ports since 1880 administered by Mr. Chambers. The Simla Office took over this work in August 1888, and barely two months' working of the system convinced me

that it was defective and unsatisfactory, and that I ought to take early steps to place it on a proper footing. With this object in view I went to Kurrachee in November and discussed the matter with the Port Officer on the 8th of November, the day on which the storm approached the Kattiawar Coast, and on which the Vaitarna probably went down. I sent Mr. Dallas to Bombay early in December, partly with the object of learning from the Port Officer and other authorities their opinions and wishes with respect to an improved storm-signal service. Mr. Dallas was engaged in this work at the very time that the Court sat. One of the strangest features of this enquiry (and which seems to me to call for explanation) is that Mr. Dallas, who has had many years' experience of working a storm-signal service in England as well as in India, and who actually gave the orders for hoisting the signals on the West Coast during the Vaitarna storm and was known to be present in Bombay at the time of the enquiry with the object of improving the local meteorological service, was not called by the Government Solicitor for examination before the Court. The Court might have given the most valuable assistance to the Meteorological Department if it had enquired fully into the working of the Bombay storm-warning system, pointed out its defects and suggested necessary or desirable improvements, and it would thus have strengthened the hands of the Meteorological Department in carrying

In connection with this, I wish to protest against the theory that the Imperial Meteorological Department should ascertain and provide for all local requirements independently of any action of the Local Government or local authorities. My own opinion is that, while the Meteorological Department should endeavour to ascertain and carry out any improvements necessary to make its work more effective, it should as a practical Department rely for the direction of its improvements mainly upon the expressed wants of local authorities and the public. In other words, it should, for example, give the Government or public the information it requires and is prepared to use, and not the information that the Department thinks it ought to require. A recommendation for the improvement of the local meteorological service made by a competent local authority would frequently enable the Meteorological Department to ask for and obtain the necessary means to enable it to remedy the defects pointed out by that authority.

out the improvements it was actually trying to effect at the time.

The responsibilities of a storm warning Department are, I may point out, so great that its natural tendency is to endeavour to extend the field of observation upon which it bases its action. By properly selected extension the work of storm warning becomes easier and more certain, and the responsibility and anxiety inherent to the work is diminished. It is hence evident that any extension of the system of observations for storm-warning purposes established in India depends really upon the willingness of the Government of India or local authorities to provide the funds necessary for the cost of such extensions.

The Meteorological Department has, for example, frequently pointed out that the Bay of Bengal storm-warning work could be much more effectively performed and that earlier and more certain warning of storms could be given if Port Blair and the Eastern Channel Light Vessel at the entrance to the Hooghly were connected telegraphically with the mainland. Neither the Government of India nor the local authorities are willing to provide the funds. It would be equally easy for me to suggest that the extension of a proper storm-warning system to the Kattiawar Coast requires that telegraph lines should be laid down connecting Dwarka and Cutch Mandvi with the nearest telegraph offices, but suggestions of this kind are impracticable and valueless unless at the same time a feasible method of providing the funds necessary for carrying out the suggestions be indicated.

These remarks will perhaps indicate the difficult position in which the Department is placed in such matters and also show that the intelligent expression of local bodies, e.g., Local Governments, Chambers of Commerce, &c., might be a safer and better guide to useful and realisable extensions of the practical work of the Department than its own wishes and suggestions.

I have already stated the action I took in the year 1887 to place the Bombay storm-warning system on a proper footing. The Government of India is hence in a position to decide whether my action in visiting Bombay in 1887 (one result of which was Mr. Chambers' letter published in the Appendix) and my action in

November and December 1888 in visiting Kurrachee and sending Mr. Dallas to Bombay are sufficient proofs or not that I was doing as much as might reasonably be expected from me as Head of the Department to improve the local stormwarning system in accordance with local wants and requirements. As part of the same subject, the Government of India will perhaps also take into its consideration the fact that neither the whole-time Bombay Reporter nor any one else pointed out to me during the whole of this period in any official communication the deficiency in the Bombay meteorological or storm-warning system, so far as Kattiawar was concerned.

7. The statement of the Court that if a proper storm-warning system had been in force, with communication to most of the northern ports, intimation could have been conveyed in time to have enabled the Vaitarna to avoid the cyclone, is apparently based solely on a remark of Mr. Chambers, that it would have been possible with a proper storm-signal system to have warned the Kattiawar Coast on the 8th November. The 8th covers a period of twenty-four hours, and the important point in such a matter is the hour of that day and not the day when the signals could have been hoisted. The Court apparently asked no question on this most important point, and the vague statement of a single witness was utilized by at least one Bombay newspaper, in order to make a serious charge against the Department and the Government of India, viz., of being virtually the cause of the loss of the Vaitarna. This is the most important issue raised by the report of the Court of Enquiry.

So far as I can reasonably judge from my experience of storm-warning work, if there had been an Observatory at Verawal and another at Dwarka or Mandvi and storm-signal arrangements in complete working order at the Kattiawar ports, it would have been possible to have hoisted warning signals at the Kattiawar ports intimating the existence of a disturbance at some distance to the south-west of the Kattiawar Coast about noon of the 8th, and to have hoisted danger signals intimating the early advance of a cyclonic storm about 4 or 6 P.M. of the same day. The *Vaitarna* left Cutch Mandvi at 8 A.M. and passed Dwarka at noon. Hence under a practically perfect system the Captain might have received general intimation of stormy weather about noon or about the time he began to advance along the West Kattiawar Coast. Mr. Moir, Manager of the line to which the Vaitarna belongs, thus describes that Coast: "There is no harbour between Mandvi and Bombay into which the Vaitarna could have run. They are all open roadsteads: Mandvi itself is an open roadstead." Hence it is certain, if this evidence be accepted, that even if the Kattiawar ports had been warned at noon of the 8th, the Vaitarna would still have been obliged to have remained out in the open sea, and in the absence of definite instructions to the Captain in which direction to run to avoid the storm (such as are not given by any existing storm-warning system), he would almost certainly have proceeded in the same course as he did and with the same result. For in such matters the knowledge and judgment of the Captain counts for a good deal and cannot be entirely superseded by the general warning of a distant signal. That this inference is almost certainly correct is proved by the fact that the Court concluded from the action of the Captain (and probably rightly, although this is not the opinion of Sir Henry Morland) that he was unable to utilize the indications of his barometer and the changes in wind, force, and direction so as to ascertain roughly the bearing of the storm centre and its line of march, and hence decide on the proper course to adopt to avoid the storm. In fact, he simply ran into the advancing storm, and his vessel was overwhelmed by the heavy seas.

The establishment of a proper system such as the Court apparently contemplated would require not merely the establishment of two Observatories—one at Verawal and the other at Dwarka or Cutch Mandvi—and the maintenance of storm-signal stations at Verawal, Porbandar, Dwarka and Cutch Mandvi (which would involve a comparatively small expenditure), but also the laying down of at least 150 miles of telegraphic lines to connect Dwarka and Cutch Mandvi; and I am informed by the Telegraph Department that they would not pay and that there is no probability of their construction for many years to come.

8. With respect to the fourth issue [ (d) paragraph 2 ], vis., the action of the Simla Office, I have gone carefully through the history of the storm and

also considered the action which Mr. Dallas took (I was absent from Simla at the time as already stated) to warn the Bombay Coast of the storm, and have come to the conclusion that he acted with judgment and great care. I need not repeat the circumstances under which the working of the Bombay storm-signal service was transferred to Simla nor the difficulties under which it had to be carried out, as they have been already fully stated in previous correspondence on the subject.

Mr. Dallas's action is given in detail in paragraphs 10 and 11 in connection with the brief account of the storm.

9. My action in proceeding to Kurrachee in November is sufficient proof that I felt the Bombay warning system was defective at that time. As statements have been made imputing the delay in the removal of this defect to the India Meteorological Department ignoring the representations of Mr. Chambers, it is necessary for me to point out where, in my opinion, blame should really lie.

So far as I can ascertain from the records of my office, Mr. Chambers never pointed out to Mr. Blanford the absence of observatories or storm-warning stations on the Kattiawar Coast or submitted proposals for their establishment. Shortly after I took over charge from Mr. Blanford (in May 1887) I learnt that the Bombay storm-signal service was not in as efficient and satisfactory state as I thought it ought to be, considering the great importance of Bombay as a seaport on an open coast of a sea exposed to fierce tropical cyclones. At the first opportunity, that is, in October 1887, I went to Bombay and saw Mr. Chambers, discussed with him the unsatisfactory condition of the Bombay storm-warning system, and asked him to submit a scheme for placing it on a satisfactory footing. As the reduction of his appointment was then under consideration, I urged him to study economy as well as efficiency in drawing up his scheme. I enclose a copy of the letter embodying his scheme which he sent to me in November 1887 and of a chart accompanying it (vide Appendix A). It shows that Mr. Chambers made absolutely no suggestion at that time for establishing observatories or storm-signal stations on the Kattiawar Coast. There is also no indication in this letter that he at that time recognized the existence of the defects he subsequently pointed out to the Court of Enquiry in December 1888.

He then had several years' experience of the work of warning the Bombay Coast; and yet at that stage when called upon by me, as Head of the Department, in consequence of his own representations of the defective state of the Bombay warning system, to submit a satisfactory scheme which I' could recommend to the Government of India, he failed to make any suggestion such as that which he made to the Court and upon which it bases its conclusions that the Meteorological Department had failed to provide a proper storm-warning system for the Bombay Coast. It is one of the most striking cases of a man being wise after the event, that has come within my experience. It is also not a little strange that the Court did not ask Mr. Chambers whether he had ever submitted definite proposals to the Government of India for the establishment of observatories and storm-signal stations on the Kattiawar Coast.

No further correspondence ensued on the subject, and hence this letter represents Mr. Chambers' views from the date of its submission until he ceased to be Reporter on 1st August 1888; that is, when the Simla Office took over charge of the Bombay storm-signal work. Hence Mr. Chambers failed, so long as he was Reporter, to point out the defects of the system so far as the Kattiawar Coast was concerned; and the Simla Office was obliged to take it over with all its defects for which I was in no way responsible, but which I began to try to remedy as soon as I was in a position to do it.

I am, however, not prepared to urge that Government should in its present financial condition spend the large amount required to lay down 150 miles of unproductive telegraph lines in order to protect as far as possible the Kattiawar Coast. It has no ports in which vessels can take shelter during storms, and traffic is suspended for nearly six months of the year (that is, during the whole of the south-west monsoon). Such disasters as the Vaitarna can be much more simply and directly avoided by the adoption of Sir Henry

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Morland's suggestion that the Government should only permit vessels of suitable build and strength to navigate that part of the Coast and carry passengers. The chief advantage of the extension proposed would be to warn and protect the port towns, but not the shipping off the Coast. Although therefore I do not urge the extension as absolutely necessary, I recommend it strongly to the consideration of the Government of India and the local authorities, as it would undoubtedly enable the Kattiawar Coast to be adequately warned in stormy weather.

- 10. I have written a history of the storm for publication in the cyclone Memoirs. A careful consideration of the whole of the available data of the storm shows that the account given by Mr. Chambers and accepted by the Court is imperfect:
  - nst—In stating that the cyclonic storm which crossed the Peninsula passed out as a cyclonic storm into the Arabian Sea.
  - 2nd—In suggesting that the cyclonic storm advanced in a definite course over the Arabian Sea during the interval from the 2nd to the 6th.

The real facts, so far as I can judge from the data, were-

- Ist—The cyclonic storm broke up as a definite storm in the Peninsula, and on approaching the West Ghâts resolved into a series of eddies which were partially transmitted westwards, the final result being an extension of an area of disturbed weather previously existing in the Arabian Sea.
- and—In this area of disturbed weather a small cyclonic storm was very slowly generated or developed between the 4th and the 7th, during which period it was, as usually happens in the initial stage of cyclonic storms, nearly stationary.
- 3rd—This storm was of very small extent and of moderate intensity and began to move rapidly on the evening of the 7th to the northnorth-east.

These facts are very important for the reason that the indications of squally weather or of an incipient cyclone at distant observing stations are more or less vague and uncertain. Sir Henry Morland, in his able letter, points out clearly the character of the barometric indications—"The barometric indications we have been able to obtain are not such as would have afforded much warning or have led an ordinary ship-master to anticipate the worst kind of weather," and again "there was nothing in the meteorological observations available or which could have been taken on the Continent of India to have justified a prognostication that the cyclone had recurved and would strike the Coast of Kattiawar."

11. The difficulty which Mr. Dallas had in dealing with the facts was as follows:

The Coast observations for some days showed the existence of disturbed weather off the West Coast; but these indications were vague and not sufficient to indicate even with approximate accuracy the nature of the disturbance. In the daily Reports of the period Mr. Dallas described the disturbance as the continuation of the cyclonic storm which crossed the Peninsula. In a memorandum which he drew up when in Bombay, and which was forwarded to the President of the Court, but was not read or accepted as evidence, Mr. Dallas, on the strength of the additional information received up to that date, modified his opinion so far as to suggest that the storm in the Arabian Sea was a secondary or subsidiary storm, a resultant of the primary, but not the direct continuation of it. The indications of the second or subsidiary cyclonic storm only became definite on the morning of the 8th when the storm was approaching the Kattiawar Coast. At that time unfortunately the storm, which was of small extent, was approaching a part of the Coast where there are no observatories. Whoever may be to blame for this, it was certainly not Mr. Dallas.

The first observations which he received showing the character of the disturbance were those sent from Surat and Rajkote on the morning of the 9th, and he then hoisted the signals at the signal stations on the Gulf of Cambay.

The following table shows fully the action Mr. Dallas took in warning the West Coast during the disturbance:

HOISTED.	Lowered.	Control and State Services are a	TELEGRAPHYC ORDERS.*			
Date on which order issued.	Date.	Stations warned.	To hoist the signal.	To lower the signal.		
	4th November 1888.	Karwar Port Officer Kumta Customs Manager.	Severe cyclonic storm crossing Peninsula from Madras. South-westerly	Please lower signals Lower signal cyclone passes northward.		
1888.	3rd November 1888.	Cochin Port Officer, Calicut ,, Mangalore ,, -	strong winds or gales probable. Hoist signal.			
ard November	5th November 1888.	Bombay Castle, Port Officer  Alibagh Head Accountant, Huzur Treasury.  Ratnagiri Sirkarkun in charge of Custom House.	Shallow cyclonic storm drifting up West Coast and moderate south-east and east gales likely. Hoist signal.	Please lower signal.		
1888.	4th November 3	Vengorla Ditto.  New Goa Director, Meteorological Observatory.  Marmagao Chief Engineer and Agent, W. I. P. R.				
oth November {	10th November 1888.	Kurrachee Master Attendant Bhavnagar State Engineer. Daman Governor.	Moderate cyclonic storm advancing north-east ward across Kattiawar. Hoist danger signal.	Lower signal; cyclone passed inland.		

\* All telegrams sent urgent.

12. In judging of the action of Mr. Dallas, it is most important to act on the principle recognised by Sir Henry Morland in his statement that the evidence placed before the Court of the course and development of the storm was all obtained after its occurrence or was the result of inferences drawn from what did occur. We should place ourselves in his position at the time and having only the information he then had and not to allow any certain knowledge of subsequent facts to bias our judgment. There should also be further taken into consideration, in this special case, the very unsatisfactory character of the Bombay signal service at that time, and the imperfect acquaintance of the Simla Office with the conditions of the West Coast and of the storms of the Arabian Sea (due to the fact that there has been little previous systematic investigation of these storms). It is an open question whether it was desirable to hoist the storm signals at all on the Bombay Coast during the stormy weather of the first week of November 1888 in the Arabian Sea. Mr. Dallas believed at the time it would probably not give strong winds to the ports themselves, although it almost certainly would in the open sea off these ports. He had, however, only the alternative of hoisting no signal at all or of hoisting the only signal the system in force permitted. He adopted the more prudent course (that which, strange to say, the Department is now blamed for not having done) and gave notice to the shippers, merchants and port authorities at Bombay of the existence of this storm by hoisting the storm signals on the 3rd and keeping them up until noon of the 5th. The weather telegrams which were sent daily from Simla at that time and published in the Bombay papers also informed the public of the existence and published in the Bombay papers also informed the public of the existence and general character of the storm. The following is a copy of the weather telegrams published in the *Times of India*, on Monday morning, the 5th:

Extracts from the "Times of India," Monday, November 5th, 1888.

THE WEATHER. (By telegraph.)

Simla, November 3rd.

"The cyclonic storm noticed during the past few days is travelling northward along the West Coast. It has filled up a good deal, but is still well defined, and will probably give gales and rough weather to the Konkan Coast, with rain

there and perhaps in the interior. Further low pressures are developing over the Bay. The wind is cyclonic and strong to a gale on the mid-West Coast. Easterly winds prevail at the central stations; variable elsewhere. Rain has fallen all over the Peninsula; heavily on the East Coast and Ceylon. The weather is fine in Northern and Central India and very unsettled in the south."

Simla, November 4th.

"The pressure has fallen a little at Bombay and in Sind and the cyclonic storm has advanced northward to the neighbourhood of Bombay. The pressure has increased elsewhere and is high in Assam. The wind is generally easterly. It blows freshly at some western stations, and a gale is reported from Sholapur. Rain has fallen in Orissa and over the Peninsula; the largest amounts are at Masulipatam and Secunderabad."

Mr. Dallas hence fully warned the Bombay merchants, local authorities, and the public generally of the existence of this storm; and if the Vaitarna disaster had not occurred, the probabilities are his action would have been severely criticized by the Bombay press, &c., for unnecessarily alarming the Bombay public and interrupting the trade and work of the port.

Hence after a full consideration of Mr. Dallas's action from a proper and reasonable standpoint, I am strongly of opinion that he acted throughout with judgment and utilized fully all the means at his disposal to warn the Bombay Coast ports of the storm.

It would have been more satisfactory if the Court had examined Mr. Dallas and come to this conclusion. The full explanation I have given will, I venture to hope, prove to the satisfaction of the Government of India that Mr. Dallas not only endeavoured to perform a very onerous duty to the best of his ability under peculiarly difficult conditions, but that, taking into consideration the means at his disposal, he warned the Bombay Coast ports properly and adequately during the Vaitarna storm.

13. These remarks are, I trust, sufficient to enable the Government of India to take any action it considers necessary in connection with the enquiry and to deal with the important question, should it ever arise, who was chiefly blamable for the imperfection of the Bombay storm-warning system at the time of the Vaitarna disaster.

14. In conclusion, I may state that the Simla Metéorological Office, partly at the instance of the Government of India and partly on its own knowledge of the defects of the Bombay meteorological system, was doing its utmost to remedy the defects before the Vaitarna disaster occurred.

The chief defects were-

defects-

(a) The want of a proper local daily weather report.(b) The defective character of the Bombay storm-signal service.

(c) The defective representation of Kattiawar in our meteorological system. It is sufficient to point out the action of the Department to remedy these

- 1st—A local daily weather report and chart based on weather telegrams from 41 stations is now published and issued daily to the Bombay public and that practically at no additional cost to the State. This result, I may add, is mainly due to the action and liberality of the Bombay Chamber of Commerce.
- 2nd-The India Meteorological Reporter commenced to endeavour to remedy the second defect last November and has submitted the complete details of a storm-warning system, the principles of which have been fully approved by the Bombay local authorities and which is now under consideration of the Government of India for adoption.
- 3rd—The India Meteorological Department, as soon as the third defect was brought to its notice, took practical measures to remedy it so far as it could by making or suggesting arrangements for the establishment of an Observatory at Verawal and storm-signal stations at Verawal and Porbandar. It is not possible to remedy this defect satisfactorily until telegraphic communication has been opened to Dwarka or Mandvi.

No. 139 Met, dated Simla, the 22nd August 1889.

From-Sir E. C. Buck, Kt., Secretary to the Government of India, Revenue and Agricultural Department,

To-The Chief Secretary to the Government of Bombay.

With reference to your letter No. 1469 of the 13th April last, submitting a copy of the Proceedings of the Court of Enquiry on the loss of the steamship Vaitarna, I am directed to forward, for the information of His Excellency the Governor in Council, a copy of a report which has been furnished by the Meteorological Reporter to the Government of India, and to communicate the following remarks on the subject.

- 2. From your letter it is gathered that the Government of Bombay (a) is of opinion that the merchants and shippers were not informed at the time the Vaitarna left Bombay of the existence of a cyclone on the Kattiawar Coast; (b) concurs with the Court of Enquiry in thinking that, if a proper storm-warning system had been in force, intimation could have been conveyed in time to have enabled the Vaitarna to avoid the cyclone. With regard to the first point, I am to draw attention to Mr. Eliot's statements that on the 5th November, the date on which the Vaitarna left the harbour, the storm-signals were flying at Bombay, and that on that date no cyclone was in existence on the Kattiawar Coast. The signals were subsequently taken down, as the storm had dispersed or gone out to sea. On the second point, I am to observe that it is a well known fact that the coasts of Bengal, Madras, and Burma are provided with an elaborate and fairly worked storm-warning system. The Government of India, therefore, presumes that the Court of Enquiry, in calling attention to the want of a proper system of Meteorological observations and signals, meant to confine its condemnation to the state of things on the Western Coast, and more particularly to the absence of storm-warning stations in Kattiawar. The Government of India is prepared to express its concurrence with the Court and the Government of Bombay to this extent, that there were at the time of the enquiry some imperfections in the system of Western India. But it appears to the Government of India that the utmost that could have been done, if there had been most complete communication with the ports on that coast, would have been to fly the general danger-signal at or shortly after noon of the 8th November, that is, probably after the Vaitarna left Dwarka, at which place, according to the report of the Court of Enquiry, "the sea was smooth, and there was no indication of a storm." The next port of call was Porbandar, and before he reached there the Captain of the Vaitaina must have become fully aware of all that a mere danger-signal could have told him. His Excellency the Governor General in Council is not, therefore, prepared to assent to the conclusion that, under any existing system of storm-signalling, intimation could have been conveyed in time to have enabled the Vaitarna to avoid the cyclone. Inland signal-stations could not have helped the Department, and it was not until the afternoon of the 8th November that data existed for even the formation of an opinion that a cyclone was approaching from the south-south-west.
- 3. His Excellency in Council trusts that the Government of Bombay will be satisfied by Mr. Eliot's report that the Meteorological Department, in the measures which it initiated in 1887 and 1888, took all reasonable precautions not only for the maintenance, but even for the improvement, of the storm-warning system as handed over by the Local Reporter. Any practical suggestions for its further improvement will always be welcomed, and in this connection I am to invite attention to paragraph 14 (2) of Mr. Eliot's letter, and to my letter No. \(\frac{110}{3\cdot 24}\) M. of the 18th June last, with the latter of which was forwarded, for the approval of the Government of Bombay, a detailed scheme for the improved storm-warning signal service of the West Coast of India, and to say the Government of India still awaits a reply to this letter. With regard to clause (3), paragraph 14 of Mr. Eliot's letter, I am also to invite attention to my letter No. \(\frac{117}{3-29}\), dated the 1st ultimo, regarding the proposed establishment of an Observatory at Verawal on the Kattiawar Coast.

4. The Government of India will be glad to learn whether His Excellency in Council has taken or proposes to take any measures for the better instruction

of shipmasters in the law of storms, and the regulation of journeys along an unprotected coast by vessels of the light build of the Vaitarna.

No. 3778-A., dated Bombay Castle, the 11th September 1889.

From—J. NUGENT, Esq., c.s., Chief Secretary to the Government of Bombay,

To—The Secretary to the Government of India, Revenue and Agricultural Department.

I am directed to acknowledge the receipt of your letter No. 139-3-35 Met., dated 22nd ultimo, and in reply to state that the Government of India have correctly presumed that the Court of Enquiry on the loss of the steamship Vaitarna in calling attention to the want of a proper system of meteorological observations and signals meant to confine its condemnation to the state of things on the Western Coast, and more particularly to the absence of stormwarning stations in Kattiawar. Neither the Court of Enquiry nor the Bombay Government had anything to say as regards the storm-warning system in force in Bengal, Madras, and Burma.

- 2. As regards the remarks made in paragraph 3 of your letter, I am desired to invite the attention of the Government of India to my letter No. 3376, dated 20th ultimo, in which it was stated that this Government approved the arrangements proposed by the Meteorological Reporter to the Government of India for improving the storm-warning system on the West Coast, and with reference to paragraph 3 thereof to state that the officers at Verawal and Porbandar, to whom the storm-warning telegrams should be sent, are the "Vahivatdar Verawal," and the "Port Superintendent, Porbandar." The arrangements regarding the delivery of such telegrams at Dwarka are still under consideration. I am also to state that this Government have no objection to the establishment of an Observatory at Verawal, and that the State of Junagad, to which the Port of Verawal belongs, has agreed to provide the buildings required for the Observatory and to maintain them in proper order.
- 3. Adverting to paragraph 4 of your letter under reply, I am to invite attention to paragraphs 2 and 3 of my letter No. 3214, dated the 9th ultimo, to the Government of India in the Department of Finance and Commerce, in which information on the points raised in your letter has been supplied.

By order,

J. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

## GOVERNMENT OF INDIA

## DEPARTMENT OF FINANCE AND COMMERCE.

STATISTICS AND COMMERCE. Statistics.

## Review of the working of the Indian Companies Act, VI of 1882, during the year 1888-89.

No. 5522, dated Simla, the 25th October, 1889.

RESOLUTION-By the Government of India, Department of Finance and Commerce.

Read the following communications submitting the Reports of Registrars of Joint Stock Companies on the working of the Indian Companies Act, VI of 1882, during the official year 1888-89:

From the Government of Madras, No. 1217, dated the 16th July 1889.

From the Government of Bombay, No. 4817, dated the 5th July 1889.

From the Government of Bengal, Nos. 4-2 and 4-4, dated the 18th June and 13th August 1889.

From the Government of the North-Western Provinces and Oudh, No. 350 vil.-117-B., dated the 29th May 1889.

From the Government of the Punjab, No. 7, dated the 14th May 1889.

From the Chief Commissioner, Central Provinces, No. 4329, dated the 17th July 1889. From the Chief Commissioner, Burma, No. 318, dated the 10th May 1889.

From the Chief Commissioner, Assam, No. 5396, dated the 7th September 1889.

From the Secretary for Berar to the Resident at Hyderabad, No. 282-G., dated the 18th July 1889.

From the Resident in Mysore, Nos. 3110 and 3301 dated respectively the 11th September and the 18th July 1889.

RESOLUTION.—At the close of 1887-88 there were 910 joint stock companies in existence in India, registered under the Indian Companies Act. They possessed a total nominal capital of 3,025\frac{1}{2} lakhs, the actual (paid-up) capital being nearly 2,233 lakhs. During the year 1888-89, the capital of 32 of these companies was increased nominally by about 45\frac{3}{4} lakhs, the actual figures, however, not being reported in most cases; while 112, with a paid-up capital of about 11 lakhs, so far as reported, ceased to work.

The number of companies registered in 1888-89 was 97, with a nominal capital of 178 lakhs; but their paid-up capital cannot be completely stated, the amount of such capital not having been reported in several cases up to the end of the year. The net result at the close of 1888-89 was a total of 895 companies possessing a nominal capital aggregating 3,134 lakhs, and an actual capital, so

far as reported, of 2,299 lakhs.

2. The following table shews the number of companies and the amount of un capital in each of the provinces in the last two years:

		BER OF	PAID-UP C	Increase crease per 1888-8	Provincial pro- portion of paid- up capital to		
PROVINCE.	1887-88.	1888-89.	1887-88.	1888-89.	Number of Companies.	Capital.	all paid-up capital in 1888-89.
Bengal	227 204 317 52 22 12 3 3 70	234 223 266 54 22 11 3 78	Rs.  9,85,97,905 9,20,82,917 1,63,99,644 82,11,928 32,32,914 12,41,955 8,72,595 26,22,067	Rs.  9,77,87,068 9,87,43,382 1,67,90,358 85,55,419 35,04,166 11,77,110 8,77,790 25,29,784	+ 9 - 16 + 4 Nil - 8 Nil Nil Nil + 11	- 1 + 7 + 2 + 4 + 8 - 5 - 6 - 4 	Per cent.  42°5 43 7°3 3°7 1°5 °5 4 1°1
TOTAL	910	895	22,32,61,925	22,99,75,077	- 2	+ 3	100

· Not reported.

3. The following table shews the division of the aggregate capital among the principal classes of joint-stock enterprise:

Сомр	Number.	Nominal capital.	Paid-up capital.	
			Rs.	Rs.
	Banking and loan	314	5,16,75,295	3,27,37,866
Banking, Loan, and Insurance	Insurance	17	1,35,95,000	21,90,846
	Total	331	6,52,70,295	3,49,28,712
, ,	Merchants and traders	105	2,53,45,550	1,81,67,682
	Navigation	7	1,05,65,000	92,60,933
Frading	Railways and tramways	12	1,07,30,000	69,58,445
	Co-operative associations	20	7,02,500	3,77,140
The state of the s	Shipping, landing, and warehousing	5	7,31,600	6,29,100
Hard from the contract of the laws	Total	149	4,80,74,650	3,53,93,300
	Control of the second of the s			
γ.	Cotton mills	58	5,48,52,250	3,97,61,661
	Jute mills	10	1,26,75,000	1,07,11,200
Mills and Presses	Mills for cotton, jute, wool, silk, hemp	, 58	4,62,87,000	3,53,85,649
	Cotton and jute screws and presses	. 63	1,38,05,580	1,26,41,118
	Other mills and presses	* 30	64,66,000	38,40,520
	Total	219	13,40,85,830	10,23,40,148
	Tea	. 129	. 4,13,39,075	3,52,91,400
Tea and other Planting Companies	Coffee and chinchona	. 7	6,00,000	5,14,285
	Others	. 9	9,16,000	5,41,833
	Total	. 145	4,28,49,075	3,63,47,518
			1	
Mining and Quarrying		20	85,00,100	79,34,858
Ice manufacture		13	26,07,500	19,59,932
Sugar manufacture	••••	t	16,00,000	16,00,000
Breweries		3	17,00,000	12,00,000
Others	The second second	* 14	87,11,000	82,70,600
	GRAND TOTAL .	. 895	31,33,98,450	22,99,75,07

The largest part—1,023 lakhs paid-up—of the aggregate capital is invested in mills and presses chiefly for working or pressing cotton, jute, wool, and silk. The greater number of these are registered in Bombay, that Presidency representing under this head a paid-up capital of 721 lakhs, or over two-thirds of the whole, most of it invested in cotton mills and presses. The sum of 199 lakhs represents the paid-up capital invested in mills and presses registered in Bengal, their working being mainly limited to jute.

In tea, coffee, and other plantations 363 lakhs of paid-up capital are invested, of which 344 lakhs are held in Bengal, most of the tea companies being registered in Calcutta.

The paid-up capital invested in banking or loan companies amounts to 349 lakhs, of which 180 lakhs are in companies registered in Bengal and 96 lakhs in Madras.

Trading companies have a paid-up capital of 354 lakhs, of which 93 lakhs are invested in coasting and river steamer companies, and about 70 lakhs in railways and tramways. Of these 70 lakhs the bulk is invested in the Bombay tramways (30 lakhs), the Darjeeling-Himálayan Railway (17½ lakhs), the Tarkessar Railway (16½ lakhs), the Deoghur Railway (2¾ lakhs).

Of the 79 lakhs invested in mining and quarrying companies, 59 lakhs are in companies registered in Bengal, 52 lakhs being invested in that province in coal mining companies.

4. Comparing the paid-up capital of the last two years, the figures below are of some interest. The figures are rupees, ooo's omitted:

	PAID t	JP IN-
	1887-88.	1888-89.
Banking and loan	 324,63	327,37
Merchants and traders	 173,24	181,67
Mills for cotton, jute, wool, silk, and hemp	 794,81	858,58
Cotton and jute presses	 121,50	126,41
Tea	 354,36	352,91
Mining and quarrying	 100,95	79.34
Navigation	 89,45	92,61
Railways and tramways	 68,89	69,58

The only considerable increase in capital—about 8 per cent—was assigned to mills, mainly cotton mills.

5. The following table shews the number of companies under each category during the last five years:

Co	OMPANIES.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	Increase or decrease per cent in 1888-89 compared with 1884-85.
Banking, Loan, and Insur-	Banking and loan	196	287	359	362	314	+ 60
ance.	Insurance	11	14	13	17	17	+ 55
	Total	207	301	372	379	331	+ 60
1	Merchants and traders	85	85	88	98	105	+ 24
	Navigation	* 8	7	10	7	7	- 12
Trading	Railways and tramways	7	8	10	11	12	+ 71
	Co-operative associations	14	13	15	18	20	+ 43
	Shipping, landing, and warehousing	. 4	8	5	6	5	+ 25
	Total	118	121	128	140	149	+ 26
ſ	Cotton mills	44	48	53	51	- 58	+ 32
	Jute mills	11	10	10	10	10	- 9
Mills and Presses	Mills for working cotton, jute, wool, silk, hemp, &c.	42	45	38	50	58	++ 38
	Cotton and jute screws and presses	55	51	60	60	63	+ 15
	Other mills and presses	10	26	29	27	30 -	+ 200
	Total	162	180	190	198	219	+ 35
. 1	Tea	•127	130	131	127	129	+ 2
To all other Planting	Coffee	3	2	)			
Tea and other Planting Companies.	Chinchona	5	5	} 7	7	7	- 12
	Others	3	5	5	7	9	+ 200
	Total	138	. 142	143	141	145	+ 5
Mining and Quarrying		25	26	25	23	20	- 20
Ice manufacture	20 10 10 10 10 10 10 10 10 10 10 10 10 10	14	12	12	12	13	- 7
Sugar manufacture		4	4	2	1	1	- 75
Breweries		3	3	3	3	3	Nil.
Others		23	16	13	13	14	- 39
	GRAND TOTAL	694	805	888	910	895	+ 29

6. The following table shews, so far as reported, the total number of joint stock companies at work in India with their nominal and paid-up capital at the end of each of the last nine years:

	YEARS.		Companies at work.	Nominal capital.	Paid-up capital.	Increase of paid-up capital.
				Rs.	Rs.	Rs.
1880-81		•	 475	19,74,10,150	14,86,66,364	
18S1-S2			 500	21,29,73,730	15,45,80,041	59,13,677= 4 9
882-83			 547	22,17,01,800	17,01,59,044	1,55,79,003=10 ,
883-84			 649	26,67,34,384	18,75,06,107	1,73,47,063=10,
884-85			 696	27,88,76,908	20,63,58,444	1,88,52,337=10,
885-86			 805	28,54,34,367	21,00,25,677	36,67,233= 2,
886-87			 888	29,13,61,646	21,38,04,422	37,78,745= 2,
837-88			910	30,25,42,842	22,32,61,925	94,57,503= 4 ,
888-80		i de maiore	895	31,33,98,450	22,99,75,077	67,13,152= 3,

The increase during the year was 67 lakhs, being at the rate of 3 per cent. The average annual rate of increase during the eight years has been 5 per cent. In the last four years the increase has been slow.

7. The statistics of companies limited by guarantee have apparently been defectively reported. The figures, so far as they go, shew that there were 79 such companies at the close of 1887-88, almost all in the Madras Presidency, being mostly small benefit societies of a speculative and not infrequently fraudulent character. A great number of these companies was started in 1885-86 in Madras, collapsing after a year or two. Thirty ceased to work in 1888-89. Four new companies being added, there were 53 such companies at the close of the year.

8. The fees realised and the expenditure in each province last year were:

			PROVINCE.			in particular Stocking	1	Fee	s.	Expenditure
								Rs.	A. P.	Rs. A. P
Bengal								6,354	12 0	617 6
Bombay						••		10,681	0 0	1,052 5
Madras	2011				660 <b>***</b>	*		5,096	10 0	1,505 4 9
North-Western Provin	ces and O	udh				•••		895	12 0	
Punjab	***				792			4,352	12 0	
Central Provinces			•••	•••		111				
Burma								280	0 0	
Assam				7	Contraction of the Contraction o			10	0 0	
Mysore State								3,821	11 2	
Bangalore							***	205	0 0	
Hyderabad Assigned	Districts							43	0 0	
					TOTAL			28,740	9 2	3,175 0

\* Government of Madras.

Government of Madras.

Bombay.

Bengal.

the North-Western Provinces and Oudh.

the Punjab.

Chief Commissioner of the Central Provinces.

Burma

Burma. Assam. Ajmere. Coorg.

Secretary for Berar to the Resident at Hyder-

ORDER .- Ordered, that the foregoing Resolution be published in the Supplement to the Gasette of India, and that copies be forwarded to all Local Governments and Administrations\* and to the Foreign Department for communication to the Resident in Mysore.

TABLE I.

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Тотац.	Rs. 3,72,80,730 1,67,90,358	9,87,43,382	9,77,87,068	85,53,419	59,68,000	8,77,790	13,37,550	55,000	33,45,675	19,55,000	10,000	31,33,98,450
Тот	No. 3	3.13 { 13	324 ==	354	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	35	} " {	<u>س</u> ر	} %	~~~~	}; .{	} 895 { 31,
Others.	Rs. 20,000 5,759	74,05,000	11,60,000	000'16	20,000	1.1	15,000	1 1	1 1	1 1	1 1	87,11,000
	N. N. N. N. N. N. N. N. N. N. N. N. N. N	30%	35	35	٠٠٠ ئن	**	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	3	7	I	7	1
Breweries,	. 1 B	1 1	1 1	5,00,000	12,00,000	1 1	1 1	1 1	1 1	1 1	1.1	17,00,000
B	2	T	7	35	)	I	7	3-	3-5	7	7	35
Sugar.	Rs. 1	1 1	16,00,000	1 1	1 +	1 1	1 1	: 1	1 1	11	1 1	16,00,000
	No.	I	~~ متہ	~~	7	3	3-5	7	}	~	3-	3,5
Ice Companies.	Rs. 65,000 58,263	15,77,500	7,10,000	1,50,000	1,00,000	1 1	1 1	000,01	1 1		1 1	26,07,500
loe C	№ %. 	300	33	~~~ ~~~	<u>بت</u>	7	7	} :{	7		3-5	21.35
Mining and Quarrying Companies.	Rs. 14,31,100 10,49,548	8,82,000	58,91,830	1 1	1,20,000	1 1	1 1	1 1	1 *1	1 1	1 1	85,00,100
N O'S	No	3.5	}{	~~		~~	7	3	~			
Tea and other Planting Companies,	Rs. 12,20,000 9,23,113	1,15,000	3,44,38,175	6,63,000	3,22,500	1 1	1 1	20,000	20,000	1.1	1.1	4,28,49,075
Tea a Ph Com	No.	3	3.25	3	~~ ~~	}-{	3-	~~ ~~	~~ ~~	3-	3-5	}145 }
Mills and Presses.	. Rs. 60,45,000 41,70,637	9,56,53,830	1,98,64,850	46,21,000	9,61,000	11,60,000	1 1	" 1 I	4,50,000	4,00,000	1 1	13,40,85,830
Mills a	No.	} <sub>148</sub>	30 }	}: <sub>13</sub> {	3.4	3 3	3-8	3-5	~~ ~~	~~ ~~	~··	} 6112 {
Trading Companies.	Rs. 40,55,000	2,01,36,600	1,93,93,000	19,86,000	9,44,500	1 1	12,66,550	25,000	2,58,000	1 4	10,000	4,80,74,650
Tra	No. 22	} # {	3.45	}={	3	3-3	~~ ~~	3. 3	30	3-	~~ ~~	3140
Banking or Loan Companies.	Rs. 2,44,49,620 96,31,712	00,00,11	2,30,60,000	33,38,000	7,71,620	1 1	50,000	1 1	26,17,675	15,55,000	1 1	6,52,70,295
Ban	No. No.		-%-	٠ <u>-</u>	مگ	~~	حتہ		585	~~~	¥-	331
pies.	[]						·					
Capital.	Nominal Paid-up	Nominal Paid-up	Nominal Paid-up	Nominal Paid-up	Nominal Paid-up	Nominal Paid-up	Nominal Paid-up	Nominal Paid-up	Nominal Paid-up	Nominal Paid-up	Nominal Paid-up	Nominal Paid-up
	1	-	10	adh {	٠,	-			~		~	
PROVINCES,			1	vinces and O	1	•	1		1	1	ed Districts	Тотаг
Paor	Madras Presidency	Bombay Presidency	Bengal	North. Western Provinces and Oudh .	Punjab	Central Provinces	Burma	Assam	Mysore State	Bangalore	Hyderabad Assigned Districts	

TABLE II.

Companies divided into shares.

		-	VORRING	WORRING AT CLOSE OF 1887-88,	F 1887-88.	REGIS	REGISTERED DURING 1888 89.	0 1888 89.	CAPT	CAPITAL INCREASED DURING 1888-59.	DURING	CAPI	CAPITAL DECREASED DURING 1888 89.		CEASED T	CRASZD TO WORR DURING 1888-89.	-	WORK	WORKING AT CLOSE OF 1888-59.	or 1888-89.
Provinces.			No.	Nominal capital.	Pald-up capital.	No.	Nominal capital.	Paid-up capital.	No.	No ninal capital.	Paid-up capital.	No.	Nominal capital.	Paid up capital.	No.	Nominal capital.	Paid up capital.	No.	Nominal capital.	Paid-up capital.
Madras Presidency	1		3:7 3	Rs. Rs. 3,95,91,912 1,63,99,644	Rs	. 8	Rs. 27,80,545	Rs 4,20,058	6	Rs. 11,99,994	Rs.	1	. Rs	83 ::	81	Rs. 62,90,831	. 8.	992	Rs. 3,72,80,730	Rs. 1,67,00,358
Bombay Presidency	i	11	204 11	204 17,46,35,930	9,20,82,9.7	11	96,27,000	8,01,600	01	19,12,000	•	1	ı	1	00	13,05,000	10,76,425	11	13,48,69,930	9,87,43,382
Bengal "	i	1	227	11,51,74,575	9,85,97,905	ę.	37,07,000	•	£	6,50,000	434 *	I.	ı	1	. 57	34,58,000	•	352	234 11,60,73,575	9,17,87,068
North-Western Provinces and Ondh		ı	32 1,	1,12,70,000	82,11,928	W	86,000	•	-	1,00,000		1	ı	1,	6	1,07,000	4,000	25	1,13,49,000	85,55,419
Punjab	1	1	я	43,68,000	32,32,914	"	12,00,000	•	-	2,00,000	•	1	. :	1	п	1,00,000	•	n	59,63,000	35,04,166
Central Provinces	1	1	6	11,60,000	8,72,595	1	1	1	1 .	1	5,195	•	ı	ı	1	1	-1		11,60,000	8,77,790
Butma	1	1 -	22	13,56,550	12,41,955	-	000'06		1	1	•	1	ı	I	ή <b>r</b> i	1,15,000	·	=	13,31,450	011,77,110
Assam	,	-1	e .	55,000		i	1	/1	-1	ı	ı	1	1	1	1	ı	1	n	55,000	
Mysore State	•	1	57	29,57,275	13,10,188		2,98,000		Ŋ	1,30,000	•	ı	1	-1 -	•	39,600	•	88	33,45,675	13,69,161
Bangalore	,	i	5	19,74,500	13,11,879	. 1	1	ı	17	00'200	•		1	1	-	1,10,000	·	2	19,55,000	11,60,613
Hyderabad Assigned Districts		<u> </u>		1	,	-	10,000	10,000	1	1	1	1	ı	i	. ;	1	1	-	000,01	10,000
	Total	1	910 30,1	30,25,42,842 22,32,61,915	,32,61,925	97 1	1,77,98,545	12,31,658	33	45,82,494	5,195	al		1	1 11	1,15,25,431	10,80,425	895 3	895 31,33,08,450 22,99,75,077	2,99,75,077

. Not reported.

TABLE III.

Companies limited by guarantee, i.e., possessing no capital paid-up.

									AND SHEET OF SOME	
•		Pa	OVINCES.				Number working at close of 1887-88.	Number regis- tered during 1888-89.	Number ceased to work during 1888-89.	Number working at close of 1888-89.
								9303895574	1000	
Madras Presid	lency					•••	57	2	29	30
Bombay Presid	dency				-		Nil	3	Nil	2
Bengal				***		, gr	1	Nil	Nil	1
North-Western	Province	s and Ou	dh	***	-		Nu	Nu	. Nii	Nil,
Punjab	-					***	3	<b>W</b> it	1	2
Central Provin	ces					***	Nii	Wil	Nii 🖫	Nil.
Burma						***	Nii	Nit	Nit	Nii.
Assam	•••		••				Nu	Nit	Wil	Nu.
Mysore State	***	4	Α			•••	17	Nit	Nit	17
Bangalore	•••	•	2					Nu	Nu	,,
4/					TOTAL		79		30	53

#### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, October 21st, 1889.

The rainfall of the summer monsoon is as a rule concluded all over the Indian region by about the 15th of October, while the rainfall of the winter monsoon on the Coromandel Coast commences at about the same time. middle of October forms a convenient division for the purposes of rainfall registration, and, while the last summary showed the final results of the summer monsoon, the present summary shows the first effects of the winter monsoon. In normal years the weather of the present week is characterised by more or less heavy showers over Burmah, Assam and Bengal, by very slight showers in Upper India, the Gangetic plain, the Central Provinces, Central India and the north of the Peninsula, and by moderately heavy rain in the Carnatic and South India. The records of the present week show that this normal distribution has been largely departed from owing mainly to the action of the cyclonic storm, the formation of which over the Bay was noticed last week. This storm not only occasioned increased energy and rainfall in the north-east monsoon current blowing on the East Coast of the Peninsula, but induced a strong south-west current on the opposite coast, and occasioned very heavy rain there and also in Berar and the west of the Central Provinces.

The chart of the 15th showed relatively high pressures over the north-west of the Punjab and the Assam Valley, low pressures over the Peninsula with two minima,—one off the Coromandel and one off the Malabar Coast. Irregular and partial cyclonic circulations of the wind prevailed in the neighbourhood of both disturbances, but the depression of the barometer within the low pressure areas was in moderate only, and the winds were by no means strong. The weather was exceedingly fine all over Northern India, the Central Provinces, Central India and the north of the Peninsula. The chart of the 16th showed Central India and the north of the Peninsula. The chart of the 16th showed that the Madras depression had crossed the Coast during the preceding night and was advancing in a west-north-west direction towards the South Bombay Deccan. The storm had increased somewhat in intensity, and the somewhat irregular cyclonic circulation of the winds had increased in force, and a moderate gale was reported from Cocanada. The weather was hence unsettled over the Peninsula, while it remained exceedingly fine elsewhere. By the morning of the 17th the storm lay a few miles to the south-eastward of Belgaum. The depression had continued to develop, and the lowest pressures reported were about o'r inch lower than those of the preceding day. The general conditions of the weather were unchanged, unsettled stormy weather prevailing over the Peninsula weather were unchanged, unsettled stormy weather prevailing over the Peninsula and exceedingly fine weather all over Northern India. The chart of the 18th showed that the storm had hardly moved its position. The centre had apparently passed over Bellary, and the wind was south-south-west at that station instead of north as on the preceding day. The storm was apparently recurving and advancing northward along the east of the Ghats towards Berar. A cyclonic circulation of fairly strong winds prevailed, and the weather remained very unsettled all over the Peninsula. Very fine weather continued in the north. By the 19th the the Peninsula. storm was beginning to fill up. It had advanced very slowly in a north-north-east direction, and the centre lay near Sholapur. There was no other change of importance. The chart of the 20th showed that the process of filling up continued, and that the depression was now very slight. The centre apparently lay to the south-east of Nagpur, so that it had continued to move north-eastward and the unsettled weather had spread into the Central Provinces. There was no change over Northern India. On the 21st the depression was unchanged in character, but the centre had apparently moved slightly eastward. The weather was unchanged.

Temperature.—A remarkable depression of temperature has prevailed during the past week. In the Peninsula and the central parts of the country this depression has been very largely due to the excessive rainfall, but in Northern India it has apparently been attributable to an abnormal wave of cold which has advanced over Upper India, seemingly from the north-westward. At first this

abnormal coolness was more noticeable in the night than in the day temperatures: thus, at Quetta on the night of the 16th the minimum temperature was 101° lower than usual and at Hyderabad, Jacobabad, Dera Ismail Khan, Rawalpindi and Roorkee was more than 7° in defect. This large deficiency in the night temperatures continued and spread over the whole of Northern India, and at the same time the maxima became affected in a slighter but similar manner.

The net result of these two causes was that the returns for the week as given in the table below showed a general deficiency in all Provinces, except Burmah and the Central Provinces, where there was an excess of about half

PROV	INCES	<b>.</b>				Difference of Mean Temperature of Last Week from Normal,	Difference of Mean Temperature of Present Week from Normal.
Burmah						+ 0.00	+ 0.5°
Bengal				100	•	+ 0.00	-0.2°
North-Western	Prov	inces			•	+ 0.70	- 2.6°
Punjab						- 1.2°	- 4·7°
Bombay					•	+ 0.00	- 0.2°
Central Province	es					+ 0.00	+ 0.30
Guzerat and Ce	ntral	India				+ 0.80	— 1'3°
Sind and Rajpu	tana					1.0 <sub>o</sub>	- 4.3°
Madras			•		•3.0	+ 0.50	- 0.7°

This table shows a steady fall of temperature compared with the average throughout the country, the decrease being greatest 3.2° over Upper India. At many stations the minimum readings recorded were lower than any recorded in any previous October. At Quetta the thermometer fell below the freezing point

on nearly every morning during the week.

Rain.—There has again been no rain over Upper India. In the Central Provinces showers recommenced during the week, and in all other parts of India there has been general, and over the Peninsula heavy, rainfall. A large part of this rainfall has been due to the barometric depression which passed into India from the Bay, but in Burmah and Bengal it has been attributable to fairly general

The following is a brief description of the daily distribution:—On the 15th there was general rain over the Peninsula to the south of a line joining Vizagapatam to Ratnagiri; there were also local showers in the north-west angle of the Bay and in parts of Burmah. Elsewhere the weather was fine and dry. The heaviest falls were at West Coast stations. On the 16th the distribution was the same, except that there was some slight northward extension of the rainfall area. The chart of the 17th showed no change, but on the 18th the rainfall area was extending further northward into Berar, while the falls in South-West Bengal, Orissa and the Circars had become much heavier. On the 19th rain had spread into the Central Provinces, but had fallen off in the south of the Peninsula. On the 20th the rain had fallen lighter generally, and had altogether ceased over a large part of the south and west of the Peninsula. In the Circars, Orissa, Lower Bengal and the Central Provinces it still continued, and in Burmah general showers were reported. On the 21st there was no change.

The concluding table shows that no rain whatever fell during the week in the Assam Valley, North Bengal, Behar, the greater part of the North-Western Provinces, the Punjab, Rajputana, Sind and Kattiawar. In twenty-seven divisions the week's fall was short of the normal and in nineteen was in excess. In Sind and Kattiawar rain neither fell nor was expected during the week. greatest excess was 8 inches in Coorg, followed by  $5\frac{1}{2}$  inches in Malabar, 4 inches in the Konkan and East Coast Central and  $3\frac{1}{2}$  inches in East Coast North and the Bombay Deccan. The greatest excess relatively to the average was however in the Central Provinces (west), where the normal rainfall was only 0.25 inch, and

the amount received 2'41 inches, or nearly ten times as much.

The returns of maximum falls exhibit several exceptionally large amounts considering the time of year: thus, Vayitri in Calicut received 23 inches; Karkal in south Kanara, 161 inches; Gudapur in the Nilgiris, 101 inches; Verojendrapet in Coorg, 11 inches; and Kumpta in North Kanara, 15 inches; on the eastern side of the Peninsula Yellamanchili in Vizagapatam received 12 inches; Narsapur in Godavery, 13\frac{1}{2} inches; Repalli in Kistna, 12\frac{3}{4} inches; Ongoli in Nellore, 10\frac{1}{2} inches; and Ponnery in Chingleput, 13\frac{3}{4} inches.

These falls, but more especially those on the western side of the Peninsula,

are exceptionally heavy for the season.

		RAINFALI	DATA FOR WEI OCTOBER 21ST, 18	EK ENDING	RAINFALL	DATA FROM OCCOORER SIST, 1	TOBER 15TH TO
PROVINCE.	DIVISION.	Average Actual Rainfall of Division.	Average Nor- mal Rainfall of Division.	Excess or Defect, in inches.	Average. Actual Rainfall of Season to date.	Average Nor- mal Rainfall, October 15th to October 21st.	Excess or De fect of (Season al) Rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
• (	Tenasserim	4.85	2.48	+ 2'37	4.85	2.48	+ 96
	Lower Burmah	2.45	1.68	+ 0.77	2.45	1.68	+ 46
BURMAN	Central Burmah	1.77	1.50	+ 0.57	1.77	1.50	+ 48
	Arakan	0.42	1.19	- 0.41	1.12	?	7
				- 041	0.72	1,10	- 9
	Eastern Bengal	0.10	1.26	- 1'40	0.16	1.26	- 90
Wagel with the party of the rest of	Do. (Brahmaputra)	0.15	1.41	- 1.59	0.13	1,41	- 91
	Deltaic Bengal	0.35	1.12	1.17	0	1.17	-100
Dames and Assess	Central Bengal	0.12	1.38	- 1.13 - 0.00	0.35	1.31	- 76
BENGAL AND ASSAM .	North Bengal	0	1.53	- 1.53	0.12	1.58	- 88
	Orissa	2.06	1'43	+ 1.23	2.06	1'23	-100
	Chutia Nagpur	0.27	0.20	- 0.35	0'27	0.59	+109
	Behar (South)	0	0.24	- 0.54	ó	0.24	- 54 100
· ·	Do. (North)	. 0	0.26	- 0.56	0	0.26	-100
1	North - Western Provinces (East).	0.24	0.13	+ 0.11	0.54	0.13	+ 85
	Oudh (South)	0'02	0.13	- 0.11	0'02	0.13	0-
NORTH - WESTERN	Do. (North)	0	0.01	- 0.01	0	004	- 85 -100
PROVINCES AND	North - Western Provinces	0	0'04	- 0.04	0	0.04	-100
Опри.	(Central). North - Western Provinces (West).	0	0.01	- 0.01	0	0.01	-100
	North - Western Provinces (Submontane).	0	0.00	- 0.00	0	0.00	-100
ſ	Punjab (South)	0	0.08	- 0.08	0	0.08	-100
	Do. (Central)	0	0.10	- 0 16	0	0.10	-100
SALUD	Do. (Submontane)	0	0.01	- 0.01	0	0.01	-100
Andread Control of Control	Do. (Hill Districts)	0	0.15	- 0.13	0	0.15	-100
	Do. (West)	0	0.03	- 0.03 - 0.12	0	0.03	-100
	Malahan		Santa Isla	K WALL TO BE A SECOND		1	-100
MANAGEMENT CO.	Malabar	7.61	2.11	+ 5.20	7.61	2'11	+261
STATE OF THE PARTY OF	Coorg	10.00	2.64	+ 0.27	2.01	2.64	+ 10
BOMBAY AND MALA-	Mysore	1.77	1'03	+ 8 19	10.00	1.81	+452
BAR COAST DIS-	Konkan	4.83	0.61	+ 0.74	1.77	1'03	+ 72
TRICTS (MADRAS).	Bombay Deccan	4'92	1.12	+ 4.22	4.83	0.01	+692
	Hyderabad (North)			+ 3.75	4.92	1.17	+321
	Khandeish	1.50	1.33	- 0.07	1.26	1.33	- 5
1	Berar	2'31	1,00	+ 1.31	2127		
CENTRAL PROVINCES	Central Provinces (West)	2.41	0.5	+ 2.16	2.31	1.00	+131
AND BERAR.	Ditto (Central) .	100	0.12	+ 0.46	061	0.12	+864
Contract of the Contract of th	Ditto (East) .	. 0.63	0.32	+ 0.58	0.63	0.32	+ 307
(	Guzerat	0.05	0.50	- 0.18	0.02		
BOMBAY (NORTH) . }	Kathiawar	0	0	0 10	0 02	0.50	- 90
	Sind	0	0	0	0	0	0
6	Central India (East)	0.08	0.10	- 0	0.00		
RAJPUTANA AND CEN-	Rajputana (East), Central	000	0'09	- 0.00 - 0.11	0.08	0.10	- 58
TRAL INDIA.	India (West).					0.00	100
	Rajputana (West)	0	0.03	- 0.03	0	0.03	-100
(	East Coast (North) Do. (North) (a)	5'79	2.22	+ 3.54	579	2.25	+157
	Do. (North) (a) Hyderabad (South)	4.25	7	?	4'25	?	1 7
MADRAS	Madras (Central)	1.45	0.86	+ 0.20	1.45	0.86	+ 69
	East Coast (Central)	3.48	1.11	+ 2.67	3 78	1.11	+241
	Ditto (South)	2'43	2.22	+ 4.06	6.01	2:55	+159
i	Madras (South)	0.29	1.88	- 1·29	2.43	1.89	+ 29
CONTRACTOR OF THE PARTY OF THE		Carling and			0 59	1.89	- 69

SIMLA, 25th October, 1889.

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

J. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

# Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending 19th October.—Rainfall good throughout the Presidency. Crops generally good, but suffering from excessive rain in parts of Ganjam, Godavari, Kistna, Bellary, Anantapur and Kurnool, and withering from want of rain in parts of Chingleput and South Arcot. Ragi and castor damaged by insects in parts of Trichinopoly. Prices generally falling or stationary. Labourers employed last day of week,—Rushikulya works, 3,378; Gopalpore Canal, 449; Ghat Roads, 1,434; other minor works, 4,935. Number on village relief on 12th October, 14,540, including 8,646 children; fed in kitchens, 4,735, including 3,544 children. Imports into Ganjam during week by sea and land 441 tons. General prospects good.

Bombay.—For week ending 23rd October.—Heavy rain during the week throughout Deccan and Carnatic, in parts injuring crops and retarding agricultural operations; prospects otherwise generally good. Harvesting and sowing operations progressing. Fodder sufficient and agricultural stock generally healthy.

Bengal.—For week ending 22nd October.—General and rather heavy rain has fallen in Orissa, and partial showers are reported from other parts of the Province. More rain is still wanted in several districts for winter rice, especially on high lands. Cultivation of rabi or cold weather crops is in progress, but is in want of rain in some districts. Sugarcane is generally a promising crop. The price of rice is cheaper than at this time last year in Chota Nagpur and Orissa, but is still much dearer in the districts of Bengal and Behar. In the affected tracts in Durbhanga, Muzaffarpur and Chumparun prices are said to be steadily falling, and food-stocks are sufficient. There is also an adequate supply of food in the affected area in Midnapur, where all relief operations have been closed. In Durbhanga labourers are finding work in the fields.

North-Western Provinces and Oudh.—For week ending 23rd October.—Weather generally fine, except in eastern districts, where it has been cloudy. Harvesting of kharif nearly completed; the outturn promises well. Rabi sowings in progress. Supplies ample, but prices are still fluctuating.

Punjab.—For week ending 23rd October.—No rain. Prices stationary in all districts, except Delhi and Rawalpindi, where they are rising. Harvesting of kharif crops commenced. Ploughings for, and sowings of, rabi in progress. Rain much wanted in all districts for rabi sowings and also for kharif crops in Ferozepur and Lahore. Crops are reported to be in good condition, except in Hissar and Peshawar, where they are said to be below the average. Crop on barani land has suffered much in Muktsar and Fazilka for want of rain. Fodder is sufficient throughout the Province. Poppy sowings commenced in Shahpur.

Central Provinces.—For week ending 23rd October.—Rain has fallen in Seoni, Wardha, Nagpur and Sambalpur. In Seoni, Nagpur and Balaghat the rain has been injurious to standing crops and to the rabi sowings. In Wardha, where the fall of rain has been particularly heavy, the cotton and linseed crops have been damaged. Rabi sowings are in progress in the Chhattisgarh district. Rice is being reaped, and if not damaged by rain, good prospects are anticipated. Prices steady.

Burma.—For week ending 19th October.—Heavy rain fell in Thongwa, Henzada and Shwegyin. The fall was light in Prome and Thayetmyo; elsewhere it was normal. In the northern portion of Tharrawaddy more rain is needed, and rain is wanted in Thayetmyo. The crop prospect in Lower Burma continues good. In Upper Burma rain is wanted in Shwebo and parts of Minbu.

In Pyinmana there was a heavy fall, and elsewhere it was light. The crop prospect in Upper Burma is generally good. There was a fall in the price of paddy in Prome, Thongwa and Amherst; in other districts prices remained unchanged. In Upper Burma there was a rise in the price at Shwebo, and in the other districts there were no fluctuations. The food-supply is sufficient throughout the Province.

Assam.—For week ending 23rd October.—Weather seasonable. Mustard and pulses being sown. Tea and other standing crops doing well.

Mysore and Coorg.—For week ending 23rd October.—Rainfall good throughout the State of Mysore. Standing crops in good condition. Harvesting operations continue. Prospects of season favourable. Prices slightly risen in Shimoga, Kadur and Chitaldroog districts.

Rainfall 5.27 inches in Coorg. Standing crops good.

Berar and Hyderabad.—For week ending 23rd October.—Average rainfall in Berar 2.8 inches. Picking of cotton commenced. Jowari in good condition. Locusts appeared in Amraoti taluka, but no damage done. Fodder sufficient, except in Chikli. Prices declining. Rabi sowing in progress.

Rainfall during week in Hyderabad 2.52 inches; total since 1st January 36.67 inches. Harvesting of *kharif* crops finished in some places and continues in others. Prices stationary.

Central India.—For week ending 23rd October.—Slight rain fell in Baghelkhand. Prices rising in Baghelkhand and Neemuch; stationary at Goona.

Rajputana.—For week ending 23rd October.—No rain. Agricultural operations satisfactory. Rabi crops being sown. Agricultural stock good. Pasturage or fodder sufficient, except in Marwar. Prices steady generally.

Nepal.—For week ending 17th October.—Weather seasonable. Harvesting of paddy is in progress; outturn very favourable.

J MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

# GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC

No. XXVI. of 1889-90.

### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used as far as possible.

A And Potent			EEK ENDING		WE	SEPTEMBER 1	28TH 889.	FROM 18T TO 20TH SI BER 13	EPTEM-	TOTAL RECI FROM IST AI 28TH SEPT 1889.	PRIL TO		
Latest Return received.	RAILWAYS.	Total mean	Receip	ts.	Total		ts.	Ser y Austra	Per		Per	Total increase in 1889-90.	Total decrease in 1889-90
		length open.		Per mile open	length open.	Beet of the State of	Per mile open.	Total.	per week.	Total.	open per week.		
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5th October 1889 5th ditto 5th October 1889	East Indian Patna-Gya Dildárnagar-Gházipur Sindia Rajputana-Malwa	75	7,67,863 21,801 669 5,492 2,72,643	507 384 56 73 164	1,526 57  1,672	(a) 7,51,395 15,560 (b) (c) 2,61,000	492 273  156	2,07,36,292 2,29,142 36,287 1,79,188 87,97,002	527 154 116 92 203	(a) 2,11,05,171 2,32,781 (b) (c) 94,25,206	532 157  219	3,68,889 3,639  6,28,204	36,287 1,79,188
5th ditto 5th ditto 5th ditto 5th ditto 28th September 1889	Bengal-Nágpur (d) Southern Mahratta (f Do. Mysore Section Indian Midland Villupuram - Dharma varam (Nellore	136	18,886 66,101 9,667 10,617	77 69 78	305 856 296 746	(e) 24,633 56,449 23,141 (g) 44,948	81 66 78 60	7,47,354 19,15,094 2,69,322 3,46,498	155 86 74 98	(e) 8,75,918 20,64,200 4,09,863 (g) 13,59,290	93 66 79	1,28,564 1,49,106 1,40,541 10,12,792	
5th October 1889 0	Branch)	83	4,740 1,102	57 31	83 36	4,518 1,522	54 42	1,26,155 37,889	58 '42	1,24,404 47,630	58 53	9,741	1,751
	TOTAL .	4,757	11,79,671	248	5,577	11,83,166	212	3,34,20,213	270	3,56,44,463	254	22,24,250	
5th October 1889 5th ditto 28th September 1889 5th October 1889 5th October 1889 5th ditto 5th ditto	State Lines worked by Government. North Western (h) Oudh and Rohilkhand Bengal Central Wardha Coal Eastern Bengal Nalháti Tirhoot Lucknow-Sit a p u r -	2,469 692 125 45 673 27 259	5,55,876 90,290 20,318 17,521 3,13,837 1,927 25,681	225 130 163 389 466 71 99	2,386 692 125 45 747 27 273	5,44,777 1,14,611 19,670 19,417 3,11,800 1,700 24,801	228 166 157 431 417 63 91	1,21,99,457 33,60,072 3,35,561 3,63,292 47,54,778 49,534 8,02,752	190 186 103 311 272 73 124	1,32,67,796 37,74,768 3,71,789 3,72,097 50,09,224 48,542 9,26,038	215 210 114 320 271 71 136	10,68,339 4,14,696 30,228 8,805 2,54,446  1,23,286	
5th ditto . 14th September 1889 28th ditto	Sihramau Jorhát Cherra-Companyganj Burma (l)	105 25  392	4,057 1,131  54,078	· 39 45 · · · · · · · · · · · · · · · · · · ·	105 25  553	4,026 1,036 (i) 81,786	38 41  148	1,25,444 31,133 (j) 2,315 14,14,694	46 48 14 148	1,61,055 31,952 (k) 3,424 21,73,752	59 49 20 158	35,611 819 1,109 7,59,058	=
	TOTAL .	4,812	* 10,84,726	225	4,978	11,23,624	226	2,34,39,032	188	2,61,40,437	205	27,01,405	
5th October 1889 28th September 1889 5th October 1889 5th ditto	Lines worked by Guaranteed Companies. Madras South Indian Great Indian Peninsula Bombay, Baroda and Central India (a)	840 654 1,497 461	1,69,267 1,04,294 (m)5,30,229	202 159 354 398	840 654 1,440 461	1,92,754 1,01,064 (n)4,12,811 1,68,000	229 155 287 364	42,21,883 28,04,953 2,06,45,270 (m) 61,15,745	193 165 530	46,23,051 29,37,163 1,57,61,055 (#) 62,53,819	213 174 . 423	4,01,168 1,32,210  1,39,074	48,84,215
	TOTAL .	3,452	9,87,140	286	3,395	8,74,629	258	3,37,87,851	376	2,95,75,oSS	337	-,0-,-,4	42,12,763
GRAND TOTAL (GUA	RANTEED AND STATE) .	13,021	32,51,537	250	13,950	31,81,419	228	9,06,47,096	268	9,13,59,988	257	7,12,892	
GROSS ES	TIMATED EXPENSES .							4,75,73,273	141	4,78,71,892	135	2,98,619	
	NET RECEIPTS							4,30,73,823	127	4,34,88,096	122	4,14,273	
5th October 1889 14th September 1889 1th October 1889	Assisted Companies. Tarakeshwar Dibru-Sadiya Bengal and North-	. 22	4,500	205	22	4,443 (i)	202	1,37,536 (j) 2,00,942	238 111	1,43,330 (k) 2,28,032	248	5,794 21,090	::
5th ditto	Western . Rohilkhand-Kumaun .	376 67	38,176 5,913	102 88	376 67	25,300 6,657	67 • 99	11,96,822	122 *105	12,42,170	128 114	45,348 15,685	::
	TOTAL .	465	48,589	104	465	36,400	78	17,16,397	122	18,04,314	128	87,917	
	Native States.		W.										
5th October 1889 .	His Highness the Nizam's Guaranteed . His Highness the	310	26,540	86	354	42,733	121	7,97,683	107	11,13,011	122	3,15,323	
5th ditto .	Gaekwar's His Highness the Gaek- war's Viramgam-	59	1,623	28	59	1,680	28	64,922	42	66,184	43	1,262	
5th ditto	Mehsána-Vadnagar . Bhávanagar-Gond a l-	21	798	38	27	700	26	23,356	43	27,087	39	3,731	
5th ditto	Junagarh-Porbandar Morvi Jodhpore	209 68 124	16,981 2,189 6,395	81 32 52	68 124	21,636 2,347 5,200	83 35 42	4,89,269 90,543 1,77,063	96 51 55	6,59,713 1,00,448 1,67,279	98 57 52	9,905	9,784
	TOTAL .	791	54,526	69	893	74,296	83	16,42,841	84	21,33,722	92	4,90,881	

(a) (b) (c) (d) (e) (f) (h)

Includes the Dildárnagar Gházipur State Railway.
Included with East Indian Railway.
Included with Indian Midiand Railway.
Includes the Katni-Umaria Branch.
Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
Includes the Bellary-Kistna State Railway.
Includes the Sindia and Bhopal-Itársi State Railways.
Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.

(i) Return not received.
(j) Total receipts from 1st April to 15th September 1833.
(k) Total receipts from 1st April to 14th September 1889.
(l) Includes the Toungoo-Wandalay Extension.
(m) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways.
(n) Includes the Dhond-Manmad, Khamgaon, and Amraoti State Railways.
(o) Includes the Patri Branch.

M. C. BRACKENBURY, Major, R.E.,

Under-Secretary.

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### SUPPLEMENT

# The Gazette of India.

No. 44.} CALCUTTA, SATURDAY, NOVEMBER 2, 1889.

### OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and ormation as the Government of India may deem to be of interest to the Public, and such as may usefully be made rown. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in RT VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the Supplement separately on a payment of five Rupees per annum if ivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the GAZETTE can also be ascribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE of India is required by Law, or which has been customary to publish in the CALCUTTA GAZETTE, will be included in the Supplement. For such Orders and diffications the body of the GAZETTE must be looked to.

### GOVERNMENT OF INDIA. DEPARTMENT OF FINANCE AND COMMERCE.

### WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889.

									A	VERA	GE WAGI	ES P	ER M	ONTH.		
		Distri	CTS.					bodied al Lab			Syc Horse-		r.	Common Carpe or Blacks	nter	
						-										
Burma—								R	a.	p.	R	a.	p.	R	a.	p.
Tenasserim-																
Mergui						9.00		20	0	0	15	0	0	30	0	0
Tavov								10	0	0		0	0	30	0	0
Moulmein'ar	nd A	mher	st .	•				25	0	0	12	0	0	25	0	0
Pegu (deltaic)																
Pegu .					25.49		A training	20	0	0	12	0	0	30	0	0
Rangoon								15	0	0	12	0	0	30	0	0
Thongwa								10	0	0	12	0	0	30	0	C
Bassein								15	.0	0	14	0	0	50	0	0
Pegu (inland)																
Shwaygyin							1	5-0 t	0 20	0-0	12-0	to 1	5-0	30-0 t	0 4	5-0
Tharawadi					-350			20	0	0	12-0	to I	5-0	30-0 t	0 4	5-0
Henzada								15	0	0	12	0	0	22	0	
Prome								17	8	0	13	8	0	25	0	C
Toungoo							Carlo Carlo	12	0	0	14	. 0	0	40	0	C
Thayetmyo								15	0	0	12	0	0	30	O	(
Upper Burma														100 Sept 100 100 100 100 100 100 100 100 100 10		
Mandalay						•		12	0	0	12	0	0	16	0	C
Arakan-																
Sandoway						25.0	2000	15	0	0	10	0	0		0	
Kyouk-pyu	155117 P		1		2623	3.657	18.35	IO	0	0		. 0			0	
Akyab							1	5-0 t	0 20	0-0	10-0	to I	2-0	15-01	0 2	0 (

THE REAL PROPERTY OF THE OF THOMS FOR THE SECOND SE

### WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889 -continued.

elderman and a military				64.50			AVERA	GE WAGES PER M	IONTH.
	DISTR	іств.					Able-bodied Agricul- tural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith,
,							R a. p.	D - 1	
Assam—					80.13		a. p.	R a. p.	R a. p.
Surma-									TO MANAGEMENT AND
Sylhet .							5 0 0	700	14 0 0
Cachar .							400	700	14-0 to 15-0
Khási and Jaint	á Hill	S		100	30.03		8-0 to 15-0	8-0 to 12-0	15-0 to 35-0
Garo Hills .	•						5-10 to 7-8	7-8 to 12-0	20-0 to 40-0
Brahmáputra-		A							
Goálpára .							8-0 to 9-0	7-0 to 8-0	15-0 to 35-0
Kámrúp .			•				6-0 to 8-0	8-0 to 10-0	12-0 to 20-0
Darrang .	•	•	•	1000			7-0 to 9-0 7-0 to 9-0	8-0 to 10-0	16 0 0
Nowgong . Sibságar .							8-0 to 10-0	9-0 to 10-0	12-0 to 30-0 10-0 to 40-0
Lakhimpur .							8-0 to 10-0	8-0 to 10-0	15-0 to 40-0
Bengal-									
Eastern hill tracts				0.00					
Chittagong Hill					N. D. H		12 0 0	•	
Hill Tipperah							8 0 0	600	15 0 0
Nágá Hills .		•		14 15 14 15			10-0 to 15-0	10-0 to 15-0	30-0 to 45-0
Eastern-							the feeting to service Sign		
Backergunge							980	600	12-0 to 15-0
Noakholly .				ASSES			6-0 to 10-0	5-0 to 6-0	8-0 to 14-0
Chittagong .		•	-	350			800	800	9-4 to 12-0
Tipperah .	•	•			•		7-0 to 10-0	7-0 to 8-0	8-0 to 15-0
Dacca . Mymensingh						•	6-0 to 10-0 7-8 to 9-0	7-0 to 12-0 6-0 to 7-0	8-0 to 20-0 12-0 to 30-0
	40° 497. A	3.0		5,000	144		7-0 to 9-0	0-0 10 7-0	12-0 10 30-0
Deltaic-				SPACE					and A
Koolna . 24-Pergunnahs		•					7-8 to 9-6	7-0 to 8-0	12-0 to 30-0
Midnapore .				200		•	7 8 0	6-0 to 7-0	7-8 to 10-0
Howrah .				0.00			7-8 to 15-0	7 0 0	12-0 to 25-0
Calcutta .							5-0 to 8-0	600	15 0 0
Hooghly .		•					9 13 6	6-0 to 7-0	10-0 to 30-0
Nuddea (Kishna	ghur)						6 0 0	6 0 0	7-8 to 15-0
Jessore . Furreedpore .	2.659						5-0 to 7-8 7 8 0	4-0 to 6-0	10-0 to 15-0
							, , ,	, , ,	-3 0
Central-									Attraction of the
Bankoora . Burdwan .		•	•				7-0 to 12-0	6-0 to.9-0	9-0 to 16-0
Beerbhoom .							8 0 0	6 0 0	10-0 to 15-0 3 8 0
Moorshedabad	1000						7 8 0	5 0 0	7-8 to 10-0
Sonthal Pergunna	ahs						3 12 0	5 0 0	7-8 to 9-6
Pubna .		•					5-0 to 6-8	6-0 to 8-0	7-0 to 20-0
Bogra Rajshahye .							6-o to 7-8 4-o to 6-o	5-0 to 7-0 4-0 to 6-0	8-0 to 16-0
Maldah .	NG.X						7 8 0	5-0 to 6-0	10-0 to 15-0
				VIII -					and the same
Northern- Rungpore .								600	8-0 to 20-0
Dinagepore .					•	•	5 0 0	6-0 to 8-0	10-0 to 15-0
Jalpáiguri .							7 8 0	900	15-0 to 20-0
Darjeeling .							7-0 to 8-0	7-0 to 9-0	12-0 to 22-0
Orissa-					Q.				
Pooree .							600	5 0 0	8-0 to 10-0
Cuttack .		•		70.5			5 0 0	4 8 0	6-o to 7-8
Balasore .							4-0 to 5-0	4-0 to 6-0	7-0 to 10-0
Chota-Nagpur-				10					
Singbhoom .					1496		300	400	12 0 0
Manbhoom .					1.00		4 11 0	5 0 0	13-2 to 15-0
Lohardugga				Alleria Co.			3-4-6 to 3-12	3-8 to 6-0	4-11 to 14-1
Hazáribágh .			•	•			3 12 0	5 0 0	800
Behar, south-	Carlo A				14-10-	1			
Monghyr .				0.03	0.00		4-0 to 5-0	3-0 to 5-0	5-0 to 12-0
Gya .	TO DESCRIPTION			(t)	46.20		2-8 to 3-0	3-0 to 5-0	6-o to 8-o
Patna Shahabad .							4-0 to 5-0	4-8 to 5-0	7-0 to 8-0
Chanabad .	5 ST. O. C.		SW. 700	17.			5 0 0	4-0 to 6-0	6-0 to 7-8

# WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889—continued.

						AVERA	GE WAGES PER M	ONTH.
general control	Dis	TRICTS.				Able-bodied Agricul- tural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
Bangal -contd.						R a. p.	R a. p.	R a. p.
Behar, north-								
Purneah .						. 4-11 to 5-10	4-0 to 5-0	7-0 to 16-0
Bhágalpur .						3-12 to 5-10	3-8 to 5-0	7-8 to 11-4
Durbhunga .		3.0				. 3-12 to 5-0	3-0 to 5-0	3-12 to 9-8
Mozufferpore	6					3-0 to 5-0	4-0 to 5-0	5-0 to 8-0
Sarun Champarun	SEE ME	RESERVE.		Ser Fra	er a	. 3-12 to 7-8	4-0 to 7-0	6-9 to 10-0
Champarun .						. 2-13 to 3-12	4-0 to 6-0	5-10 to 9-6
NW. Provinces-	grade a							(4° C) Salvida
Eastern-						1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		and the same of
Mirzapur .		33.0				400	5 0 0	8 0 0
Benares .	4					4 0 0	480	960
Ghazipur .				35.5		3 12 0	5 0 0	7 8 0
Allahabad .						3 8 0	5 0 0	7 8 0 12 8 0
Central-						1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		N. 10.1 (1877)
Bánda .		2.9	10.0			2-4 to 4-0	5 0 0	7-8 to 9-6
Fatehpur .						2-8 to 3-12	4-0 to 5-0	5-10 to 7-8
Hamirpur .	1982 militar					3 0 0	4 0 0	8 0 0
Cawnpore						3-0 to 4-0	4-0 to 6-0 4-0 to 5-0	10 0 0
Etáwah .						4 8 0	5 0 0	980
Farukhabad .						5 0 0	5 0 0	10 0 0
Mainpuri .	Deci <b>e</b> te			120		4-0 to 5-0	4-0 to 6-0	8-0 to 20-0
Etah .			•	•	•	3-12 to 4-0	4-0 to 5-0	9-0 to 12-0
Western-								
Lalitpur .				M3 • 1-15		4-0 to 5-0	5 0 0	10 0 0
Jhánsi .	•		•	•		3-8 to 4-0	5-0 to 6-0	10-0 to 12-0
Agra .					첫째(일이 100만) 없다	4-0 to 5-0	4-0 to 5-0	10-0 to 11-0
Aligarh .				SCHOOLS		4 11 0	5 0 0	9 4 0 9-0 to 10-0
Bulandshahr						4-0 to 5-0 3-0 to 4-0	4-0 to 5-0	8-0 to 10-0
Meerut .	May carr			DHC W		5-o to 6-o	5 o to 6-0	12-0 to 15-0
Sub-montane-								780
Azamgarh .			mental .	162.0		4 0 0	4 0 0 5 10 0	7 8 0
Gorakhpur .						3 12 0	4-0 to 5-0	7-8 to 9-12
Basti .						3 12 0	4-0 to 5-0	12 0 0
Sháhjahánpur	Maria S			30 M		2-0 to 3-0	3-8 to 6-0	. 7-0 to 10-0
Budaun .	SH5.				90.00	3 0 0	4 0 0	8 0 0
Pilibhit .						4 0 0	4 0 0	8 0 0
Bareilly .		4.5		100		. 3 12 0	. 4 0 0	780
Moradabad . Tarái .						3 8 0	4-0 to 5'-0	7 8 0
Bijnor .						5 0 0	6 0 0	7 8 0
Muzaffarnagar						4-0 to 5-0	4-0 to 5-0	10-0 to 12-0
Saháranpur					10.0	5 0 0	5 0 0	10 0 0
Dehra Dun						500		10 0 0
Kumaun . Garhwal .					16	4-0 to 8-0 5 10 0	5 0 0	10-0 to 12-0 10-0 to 15-0
Shot start		Č ba						
Oudh-								
Southern-								
Partabgarh .						3 0 0	3-8 to 5-0	6 0 0
Sultanpur .	0 .			1		3 12 0 3-8 to 4-0	5 0 0	7 8 o 7-o to 8-o
Rae-Bareli -				9.00			4-0 to 4-8 4-0 to 5-0	7-0 10 8-0
Unao . Lucknow .						4 0 0	4 0 0	11-4 to 13-2
Hardoi .						3 12 0	4 0 0	9 6 0
Northern-	12 0							2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
Fyzabad .	20.0	100			73 · 137	3-8 to 4-0	3 12 0	7-8 to 9-6
Barabanki .	4			S . T	100	3 8 0	4 0 0	8 0 0
Gonda .						3 0 0	3 8 0	8-0 to 10-0
Bahraich .						3 0 0	4-0 to 5-0	8 0 0
Sitapur . Kheri .						4 0 0	4-8 to 5-0	7 0 0
ANIICI .	SPECIAL SECTION	20 6 6 6	Sylvenie	100000000000000000000000000000000000000	PERSONAL PROPERTY OF	4 0 0	40.00	

# WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889 — continued.

				i Casi				AVER	AGE WAGES PER M	IONTH.
		Dis	TRICTS	•				Able-hodied Agricul- tural Labourer.	Syce or Horse-keeper,	Common Mason, Carpenter or Blacksmith,
Rajputana—								R a. p.	R a. p.	R a. p
Eastern— Partábgarh								780		
Bánswára							•	7 8 0	5 10 0	15-0 to 16-14
Meywar (O	odev	pore)						4-0 to 6-0	5 0 0 5-0 to 6-0	11-4 to 18-12 12-0 to 30-0
Sirohi										15 0 0
Erinpura								5 8 0	5 0 0	12 0 0
Ajmere			192					3-0 to 4-0	5-0 to 8-0	10-0 to 20-0
Abu .								780	700	18 12 0
Kishengarh				•				3-0 to 5-0	5-0 to 7-0	4-11 to 15-12
Boondee			•					5 10 0	5 10 0	7-8 to 15-0
Kotah .	•	,			100			4 0 0	4 0 0	7-8 to 8-0
Jhalláwar Tonk .	1							4-0 to 5-0	4-0 to 7-0	5-0 to 30-0
Jeypore .	•			•	73.1			5 10 0	5 10 0	7-8 to 15-0
Kerauli				•		10114		2-0 to 3-0	3-8 to 6-o	7-8 to 12-4
Dholpur				•		•	3.12	2 0 0	•••	4-0 to 5-8
Bhartpur				•				4 0 0	***	5-8 to 7-0 5-8 to 7-0
Alwar .								4-0 to 4-8	3-8 to 6-0	8-0 to 15-0
Deoli Canto	nme	nt						3-12 to 5-10	30.000	7-8 to 9-6
Nasirabad C	ante	onme	nt .					6-0 to 7-0	6-0 to 9-0	10-0 to 15-0
Hilly Tracts	of M	1eyw	ar					5 4 0	4 9 0	9-6 to 15-0
Balmer		110						5 7 6 7 8, 0		11 7 4
Anádra									600	
Shahpura		•	•	•				3 12 0	4 11 0	7-8 to 9-6
Western-	100									
Jodhpur										
Jaisulmer							•	5 10 0	4 11 0	10 5 0
Bickanir								4 11 0	4 3 6	9-6 to 11-4
entral India—	Ġ.,					i di Disebati				
Indore .								6.4		
Nimach Can	tonn	nent.		1.150				6 0 0	7 0 0	12-0 to 15-0
Baghelkhand	(S)	tna)				•	•	5 10 0	7 0 0	12-0 to 13-0 7-12 to 11-4
Goona .	,	ichaj					•	4-0 to 5-0	4-0 to 5-0	12-0 to 15-0
Gwalior								6 0 0	600	10-0 to 15-0
unjab—		9								
								-		
Southern- Hissar .										
PROBLEM SECURIOR STORY SHOWS A	•					1		5 0 0	6 0 0	10 0 0
Montgomery	•	-			•	•		5 5 0	5 8 2	13 0 0
							•	000		14 0 0
Central-	1. 10	t de la constant							A CONTRACTOR	Should A Shalls
Gurgaon Delhi	• 5							600	5.0 0	11 10 0
Rohtak	•	•		•				5 10 0	5°10 0	11 14 0
Karnál	100					110		PERSONAL PROPERTY OF THE PERSON OF THE PARTY	0 0 0	9 0 0
Lahore .								6 8 0	5 8 0	13 8 0
								3 0 0		15 0 0
Sub-montane-										
Umballa	•					70 Magar		780	5 0 0	10 10 0
Ludhiána								800	600	12 3 0
Jullundur	•	•	•					5 0 0	600	10 0 0
Hoshiárpur Gurdáspur				•	P			5 0 0	600	. 10 0 0
Amritsar								5 0 0	5 0 0	15 0 0
		4 Bu			•		•	7 0 0	5 8 0	14 8 0
Hills—										
Simla .	. 0							780	6 9 0	16 14 0
Kángra	•	1				1		7 8 0 7 8 6	5 10 0	15 0 0
North-western-								1		A STATE OF S
Siálkote			Ser.					680	600	75.0
Gujránwála	•						•	5 0 0	6 8 0	15 0 0 14 8 0
Gujrát .			1000					4 0 0	400	11 0 0
Jhelum						1900			6 0 0	15 0 0
Ráwalpindi	. 76%				79.			600	800	11 5 0
Hazára Peshawar	. 0	•		•	197 18			7 0 0	780	25 0 0
resnawar	0.00	- 1 T						600	700	21 0 0
Kohát .							STATISTICS IN SECOND	700	780	24 6 0

# WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889 — continued.

								-			AVE	RAGI	E WAC	ES	PER I	MONTH.	
And the second		DISTRI	CTS.					Al	le-bodi tural L				Sy	ce or -kcep	er.	Common Carp or Blac	Mason enter ksmith.
Punjab -continu	ed.	104							R	a	p.		R	a	. p.	R	u. 1
Western— Shahpur							110			3	0			5 10	0 0	14	I
Jhang . Mooltan			•							0	0			7 (		15	0
Bannu .									(	5 9				7 6		17	
D. I. Khán Muzaffargar			٠	•						, 0	0				U04600.453	19	
D. G. Khán									2				(			15	
Sind and Baluchia	stan—				\$2.00 50												
Karáchi Hyderabad (	Ġidu	Band	·	•	•				12-0				12-0			THE PROPERTY OF THE PROPERTY OF	to 40-0
Thar and Pá	rkar (	Uma	rkot)		0.00				8-0	to I			10	VORSON TO		C 45 13 24 2000 025 SakStration	to 39-0
Sukkur Shikárpur		•	•	٠	•				8	0	0		0	0		30-0	to 35-0
Upper Sind I	Fronti	er							10		0		11	77455E		18-12	to 30-0
Quetta .			•						15				15	M. SHARING	0		to 40-0
Bombay- Konkan-																, , , , , , ,	
Karwar					٠.				8	0	0		7	8	0	18-12 to	22-12
Rátnágiri Colába (Aliba	(~)	•	•				•		. 7	8	0			0		15	0 0
Bombay	· g)								6-0	to	7-8		8-01	8		15-0 t 32-8 to	0 30-0
Tanna (Salse	tte)	•	•						7		0		9		0	18-12 t	
Deccan- Dharwar (Hu	blit								8							15.04	
Belgaum									6	0 2	0		7	0 4	0	15.0 t	4 0
Satara . Sholápur	•		•	•					4	13	0		7	0	0	V575033000002375109000900	0 16-0
Bijápur									7	8	0		10	0	0	15-0 t	0 0
Poona (City)				•	•	•			7	8	0		10	0	0	15-0 to	
Khandesh— Ahmednagar										8	•					22	0 0
Násik				:					7		0		9	0	0	15-0 to	0 0
Khandesh (D	hulia)			•	•		•		7	0	0			0	0	14-0 to	
Guserat— Surat									F-0	to 8	2-0		8-o t			15-0 to	20-0
Broach					55.0				7	8	0		7	8	0	18	12 0
Kaira . Baroda Camp	(Sad	ar Ba	721	A SEC	•				7	8	0		8		0		8 o
Ahmedabad (	Dask	rohi)							7	8	0	•	7 7	0,0	0		12 0
Panch Mahals Deesa Canton										10			7	0	0	15-0 to 18	18-12 12 0
Kathiawar-													•		Ĭ		
Rájkot .				•	•				10	0	0		8	0	0	15-0 to	22-8
Central Provinces-	_																
Nimár									6	0	0		6	0	0	15	0 0
Khandwa-Asi	rgarh	Cant	onmo	ent					NO FOR DOOR	0			6	0	0		0 0
Hoshangabad Betul									.6	0	0		6-0	to 7		12-0 to	0 0
Chhindwara .	*								4-0				4-0	to 6	j-0	10-0 to	150
Nágpur Wardha .											0		5	0	0		0 0
Central-							*									10000	
Narsinghpur Saugor .				•						12	0			0		11-0 to	
Damoh .				:					4	8	0			0	0	10-0 to	
Jubbulpore .									3-0	to 4	1-0		5-0	to 6	0-0	10-0 to	PERSONAL PROPERTY.
Mandla . Seoni		0-18.		•			•				0		6		0		0 0
Bálághát .									4 3	0	COMPANION		4	0	0000.0000		0 0
Bhandára .				• 11					4	0	0		6	0	0		0 0
Chánda .		Section .			2901	100			4	0	0		6	0	0	12-0 to	0 15-0

### WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889—concluded.

									AVER	AGE WAGES PER M	ONTH,
		Dis	TRICTS.					Able-bodied tural Lab	Agricul- ourer.	Syce or Horse-keeper,	Common Mason, Carpenter or Blacksmith.
Central Province	es — ,	conti	nued.					R	a. p.	R a. p.	R a. p.
Bilaspur								4	0 0	600	15 0 0
Raipur	•				11.			5	0 0	7-0 to 8-0	12-0 to 20-0
Sambalpur	•	•			•			3	8 0	4 0 0	8-0 to 15-0
Berar-	1										
Buldána						25.		5 1	0 0	780	18 12 0
Básim					4.4	3.	. •	5	0 0	7 0 0.	15 0 0
Akola . Ellichpur							•		0 0	7 0 0	22 8 0
Amráoti									8 0	6 0 0 8 0 0	22 8 0 22 8 0
Wún .	•							SATE BOOK POLICE AND SANDED DED	0 0	7 0 0	15 0 0
Nizam's Territor											
Secunderaba		D.			9. 9				0.7-0		To ob
Boláram									o 7-o o 8-o	5-0 to 7-0	13-0 to 30-0 15-0 to 22-8
Chadarghat									8 0	8 0 0	15 0 0
Madras—											14.
Malabar Coast								434 7			
Malabar								6	3 7		13 2 6
S. Canara									4 0	6 9 0 6 12 0	13 2 6
South, central-											
C			120								
Nílgiris								7	9 0	5 13 4	17 8 0
Salem								3 1	ACCUPANCE TO THE PROPERTY OF THE PARTY OF TH	8 10 0 5 5 4	27 2 0 12 13 4
Central-					*					3 5 4	
Bellary											
Anantapur							•	5	5 0	7 0 0	15 0 0
Cuddapah									8 0	7 0 0	15 0 0
Kurnool			a content	Provide a	en terminal	innteri		6	4 0	7 8 0 6 5 0	19 12 8
East Coast, nor	41										
Ganjam									2 0		
Vizagapatan	1							3 1	8 0	6 0 0	10 0 0
Godávari	•		•						2 8	4 8 0 5 5 4	- 15 0 0
East Coast, cen	tral_										
Kistna	· -							6	0 0		16 10 0
Nellore									8 0	7 5 4 6 4 0	16 10 8
F-46 4										0 4 0	
East Coast, sout	n-								407.55		
Chingleput								5	0 0	5 8 0	14 1 0
N. Arcot								4 5	6 4	5 0 0	13 8 0
S. Arcot	•				6.7			5	6 4	6 3 4	12 11 4
Tanjore Trichinopoly	•								0 1	6 3 2	14 13 11
Trichinopory								4 1	I O	680	12 3 0
Southern-											
Tinnevelly	•				300			5	4 0	6 13 4	. 12 6 8
Madura	•					•		5 5	8 6	5 12 0	14 6 0
Iysore—			1								
Mysore	•								8 0	6 -	75 0 0
The second secon	•				O			4-0 to	8-0	6 0 0	15 0 0 19-0 to 23-0
Bangalore	•		•					7	0 0		15 0 0
Kolar .	•				San A.			7	8 0	600	15-0 to 22-0
Kolar Túmkur		JE	29 B					2-8 to	8 0	5-0 to 6-0	15-0 to 22-8
Kolar Túmkur Hassan Kadur	•			Charles and a		A.		2-8 to	5-0	7 8 0 3-0 to 8-0	22 8 0 10-0 to 25-0
Kolar Túmkur Hassan Kadur Shimoga		•			1000			COLUMN TO SERVICE SERV	THE RESERVE AND ADDRESS OF THE PARTY OF THE		
Kolar Túmkur Hassan Kadur	•							5	0 0		
Kolar Túmkur Hassan Kadur Shimoga Chitaldrug		•				300		5	0 0	7 0 0	15 0 0
Kolar Túmkur Hassan Kadur Shimoga Chitaldrug						•		5	0 0	7 0 0	15 0 0
Kolar Túmkur Hassan Kadur Shimoga					. (i)			5	8 0		

E. J. SINKINSON, Secretary to the Government of India.

# GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. CIVIL WORKS-Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS IN BENGAL FOR THE RABI SEASON OF 1888-89.

GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, IRRIGATION OPERATIONS FOR THE RABI SEASON 1888-89.

Comparative Statement of Irrigation and Rainfall in Canal Districts of Bengal No. I.-RABI STATEMENT.

	REMARKS.			Average rainfall of the 11 sta-	tions in the Cuttack district.  Average rainfall at Bhuddruck	and Acquapadda stations.	Tidal Reaches of the Midna- pore Canal. Rainfall at Daudnagar station. Ditto at Bankipore station. Ditto at Arrah station. Ditto at Gopalgunj station.	
-	1	36	1	10000				
	TOTAL.	1888-8	Į.	4.63	2.49	6.20	8.95 3.19 4.92	
	To	1888. 1889. 1887-88. 1888-89.	In.	3.61	3.42	3.04	0.89 0.99 0.45	
ė	February.	1889.	In.	060	0.35	4.80	0.55 3.42 1.08 1.62	
RAINFALL FOR FOUR MONTHS.	Febr		li.	LIII	2.03	1.97	_141F	
FOUR 1	January.	1889.	In.	0.03	0.52	1.62	0.40 4.85 1.64 3.30	1.
LL FOR	Jan	1888.	In.	1.78	1.30	0.63	1.25 0.89 0.99 0.45	
RAINFAI	nber.	1888.	In,		ï	11	1111	1
	Decen	1887.	In.	1	i	0.05	1111	
	November. December.	1888.	In.	3.06	1.89	90.08	o.80 o.68 o.47	-
		1887.	In.	1.05	0.10	0.12	1111	
1888-89 AS COM- PARED WITH 1887-88.	Decrease.		Acres.	i.	:	11	1111	i
1888-89 PARED 1887	Increase.	Section 5	Acres. Acres.	2,235	12	13,369†	1,887 3,101 38,072 856	49,532
GATED.	1888-89, Increase. Decrease.	`	Acres.	2,835	138	3,369	5,795 5,637 87,718 3,170	,08,662
ARBA IRRIGATED.	1887-88.		Acres.	009	126	*::	3,908 2,536 49,646 2,314	59,130 1,08,662 49,532
Culturable	acres.			nforma-	tion not	able.	2,356,000 1,039,000 2,192,500 1,312,500	1
Area in				Informa-Informa-	tion not tion not avail-	able,	3,015,680 1,329,920 2,806,400 1,680,000	1
m 4-30	DISTRICT.					ore		TOTAL .
				Cuttack	Balasore	Midnapore . Hooghly .	Gya . Patna Shahabad Sarun	

Norg. - The figures for 1887-88 as now given are correct.

1,162 acres irrigated with boro rice during the rabi season 1887-88, were included in the area shown as irrigated during the Kharif season of that year.

† Boro rice.

Offg. Under-Secy. to the Gort. of Bengal, P. W. D.

C. H. DEMELLO,

CALCUTTA,
The 17th September 1889.

Offg. Under-Secy. to the Govt. of Bengal, P. W. D.

CALCUTTA
The 17th September 1889.

IRRIGATION OPERATIONS OF FASL RABI, 1888-89.
Statement in acres of crops irrigated in Canal Districts.

Shahabad. Sarun. Total.	25 127 41,766 1 42,743 11,244 2,818 18,339 12 4,953 5,071 12 4,953 5,071 3 2,818 11,046 3 2,125 1 45 793 295 2,080 44 12,615 12,626 44	87,718 3,170 108,662	49,646 2,314 59,130
Patna. Sh	2 485 399 2 485 1,058 986 	5,637	2,536
Gya.	577 1,792 1,792 1,444 2,699 11	5,795	3.908
Hooghly.		1	:
Midnapore.	3,359*	3,369	
Balasore,	**:::::::::::::::::::::::::::::::::::::	138	126
Cuttack.	201 286 286 2,124 141 44 141	2,835	009
NATURE OF CROPS.	Garden and orchards Sugarcane  Cereals  Cereals  Rice Miscellaneous Gram, &c. Miscellaneous Grass, lucerne Fibres  Cotton  Dyes  Turmeric, &c.  Opium  Opium  Castor  Miscellaneous  Castor  Miscellaneous  Hot-weather	TOTAL RABI, 1888-89	TOTAL RABI, 1887-88

Statement in acres of crops irrigated by Canals in Canal Divisions. No. III,-RABI STATEMENT.

IRRIGATION OPERATIONS OF FASL RABI, 1888-89.

	-		HIGH LEVEL	High Lava Luci High	Minne						
NATURE OF CROPS.		CANAL.	CINAL. RANGE I.	CANAL, RANGE II.	PORE CANAL.	PATNA CANAL	ARRAH CANAL.	BUXAR CANAL.	SARITN		
	Ma	Mahanudd y.	Brahminee-Byturnee.	Acquapadda-Jajepore.	Cossye.	Eastern Sone.	Arrah.	Buxar.	Gunduck.	TOTAL.	REMARKS.
		•									
•	•	31	. 55	9 0		•	7	23		127	
Wheat	•	44	41	130	•••	•	•••	:		103	
Rarley .	•		•••	••	•	926	11,342	30,424	1	42.743	
	•		:	TO MINISTER AND ADDRESS OF THE PARTY OF THE	•	4,277	7,780	3,464	2,818	18,330	
Miscellanoons	•	ı		•	3,369*	•				3.360	
Gram &c	•	:					1,123	3,818	12	4.053	
Miscellaneous	•			•		1,502	1,933	3,138		6,573	
Grass, lucerne		<del>-</del>				3,085	10,468	578		15,017	
Cotton .	•	100	2,024	<b>t</b> :		:	•		3	28	
Indigo			141		:	:	-	::	:	2,125	
Turmeric, &c.			144			:				141	
Onium	•	•	F				•••			45	
Tobacco. &c.	-	:			:	992	577	216	295	2,080	
Mustard, &c.		: *	: '		:			::	41	41	
Castor	•					***	5	211		218	
	•		44							44	
•			***				4,260	8,355		12.626	
•	•				:				:	:	
TOTAL RABI, 1888-89	n	242	2,563	168	3,369	11,432	37,491	50,227	3,170	1,08,662	
TOTAL RABI, 1887-88	•	159	. 441	126		6,444	19,197	30,449	2,314	59,130	

Offg. Under-Secy. to the Govt. of Bengal, P. W. Dept. C. H. DEMELLO,

The 17th September 1889. CALCUTTA,

# GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH.

IRRIGATION OPERATIONS FOR THE YEAR 1888-89.

Comparative Statement of Irrigation and Rainfall for the years 1887-88 and 1888-89, in Canal Districts of Bengal.

No. I.-ANNUAL STATEMENT.

							AREA IRRIGATED.	MIGATED.			ь	7	-	RAINFALL	TI.
			Кн	KHARIF, 1588-89.	.68	R	RABI, 1888-89.	.6		WHOLE YE	WHOLE YEAR, 1888-89.	6			
DISTRICTS.	Area in acres.	Culturable acres.	TOTAL	In compa kharif,	In comparison with kharif, 1887-88.	TOTAL	In compa	In comparison with 1887-88.	Total	In compa	In comparison with 1887-88.	Percent- age of	1887-88	887-88 1888-89.	Percent- age of increase
AND SECTION OF THE SE			AREA.	Increase.	Decrease.	ARBA.	Increase.	Increase. Decrease.	AREA.	Increase.	Increase. Decrease.	or decrease.			decrease.
-	2	3	4	25	9	7	8	0	. 01	=	12.	13	41	15	91
7.0			Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.		Į,	Ii.	
Cuttack Balasore Midnapore	Inform- ation not	Inform. Inform ation not ation not available available	129,631 23,578 54,551	40,464 13,868		2,835	2,235	:::	132,466 23,716 57,920	42,699 13,880		+32.2	32.66	43.81 42.53 57.02	34.1 26.7 38.6
Hooghly Gya Patna	3,015,680	1	27,600	: :	1,748	5.795	1,887		502	139	45	+.o.+ + 0.4	21.55	16.71	1.911
Shahabad	2,806,400 1,680,000	2,192,500 1,312,500	206,929	2,396 3,935	1 1/1	87,718 87,718 3,170	38,072	4 1 1	33,783. 294,647 9,009	5,838 40,468 4,791	111	+13.5	26.06	45.90 44.84 35.33	72.0
TOTAL .	17	i	476,776	63,400	12,127	108,662	49,532	i i	585,438	107,815	7,010	+17.2		1 :	
	To the party of		NET INCREASE	REASE .	51,273	NET INCREASE		. 49,532	NET INCREASE		. 100,805				

The 17th September 1889.

Offg. Under-Secy. to the Govt. of Bengal, P. W. D. C. H. DEMELLO,

CALCUTTA,

No. II.-ANNUAL STATEMENT.

IRRIGATION OPERATIONS FOR THE YEAR 1888-89.

State Statement.	Statement in acres of crops trrigated in the Canal Districts.	ses of crops	trrigated 1	n the Can	al Districts		11000000000000000000000000000000000000	OFFICE	
NATURE OF CROPS.	Cuttack.	Balasore.	Midnapore.	Hooghly.	Gya.	Patna.	Shahabad,	Sarun,	TOTAL.
Garden and orchards Sugarcane  (Wheat  (Wheat  (Wheat  (Wheat  (Wheat  (Wheat  (Rice  (Miscellaneous  (Gram, &c.  (Miscellaneous  (Gram), &c.  (Miscellaneous  (Gram), &c.  (Gram), &c.  (Miscellaneous  (Turmeric, &c.  (Opium)  (Tobacco, &c.  (Mustard, &c.  (Mustard, &c.  (Castor  Miscellaneous  (Mustard, &c.  (Castor  (Castor	102 55 55 286 2,124 141 45 2,124 141 45	23.578 	57,920		2,560 57.7 1,792 24.790 250 2,699 	1,614 399 2,485 26,485 1,058 986 	25 18,938 41,766 11,244 175,820 5,343 5,343 5,071 11,046  11,046 	2,818 5,674 5,674 135 34 295 41	23,313 42,743 18,339 444,400 5,775 6,573 15,017 2,080 41 2,080 41 2,080 41 2,080
TOTAL, 1888-89 .	132,466	23,716	57,920	502	33,395	33,783	294.647	600'6	585,438
TOTAL, 1887-88	89,767	9.836	64,885	547	-33,256	27,945	254,179	4,218	484,633

The 17th September 1889. CALCUTTA,

Offg. Under Secy. to the Goot. of Bengal, P. W. D. C. H. DEMELLO,

IRRIGATION OPERATIONS FOR THE YEAR 1888-89.

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No. III. - ANNUAL STATEMENT.

	REMARKS.																			
	TOTAL.	127	23.313	42,743	18,339	5,775	6,573	15,017	28	2,125	175	45	2,080	41	218	4,	12,020	692'11	585,438	484,633
SARUN CANAL.	Gunduck.		8		2,818	135		:	3	:	34	•	295	41		:		:	6006	4,218
BUXAR CANAL.	Buxar,	23	6,560	30,424	3,464 62,814	4,121	3,138	578	•••	•		:	216	:	211	:,	8,355	2,789	122,693	112,695
ARRAH CANAL.	Arrah.	8	12,378	11,342	7,780	1,222	1,933	10,468	•	-	•		577		5	:	4,200	8,980	171,954	61,201 141,484 112,695
PATNA CANAL.	Eastern- Sone.		4,174	926	51,275	297	1,502	3,685				20.00	992		•			•	67.178	61,201
MIDNA- PORE CANAL.	Cossye.				58,422	:	:	•	•	•	•			•	•	:	•••	•	58,422	65,432
HIGH LEVEL HIGH LEVEL CANAL, CANAL, CANAL, RANGE II. RANGE III.	Acquapadda-Jajepore,	9	138		25,592	} "	*		24					:					25,760	11,352
TALDUNDA KENDRAPARA HIGH LEVEL CANAL. CANAL. RANGE I.	Brahminee-Byturnee,	. 65	- 41		86,278	一日 一日 一日 一日 一日 一日 一日 一日 一日 一日 一日 一日 一日 一		202		2,024	141	44		7	7 7	44			88,841	61,404
TALDUNDA CANAL.	Mahanuddy.	31	14		41,339	**	:0	04	1	100		1		•	;				41.581	26,847
NATION OF COORS	CALCAR OF CACCOS	Garden and orchards	Sugarcane	_	Cereals Rice	<u>ر</u>	Pulse . Miscellaneous	Fodder crons Grass lucerne			Dyes . Turmeric &c	٠	Drugs . Tobacco &c.	,,	Oilseeds . { Castor	Miscellaneous	Hot-weather	· · · · · · · · · · · · · · · · · · ·	TOTAL, 1888-89 .	TOTAL, 1887-88

CALCUTTA,

Offg. Under-Secy. to the Goot. of Bengal, P. W. Dept. C. H. DEMELLO,

The 17th September 1889.

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

### WEATHER SUMMARY FOR SEPTEMBER 1889.

The principal meteorological features of the month of September in normal years are the retreat of the south-west monsoon from Upper and Central India and the appearance of more or less severe cyclones over the Bay of Bengal. The date of the occurrence of the former phenomenon apparently depends largely on the general strength of the monsoon during the whole period of its prevalence, but of the rules which regulate the occurrence of cyclones much less is known. The withdrawal from Central and Upper India of the moist currents from the Bombay and from the Bengal side of India occur fairly simultaneously, and is followed by fine dry weather in that region, but Bengal and Burmah continue to receive moderate general rain from the Bay current and the Konkan, Malabar, the Deccan and Southern India from the Arabian Sea current. As mentioned above, the cyclonic storms of this period are frequently of considerable severity, and give heavy and general rainfall. Their course is as a rule west-north-west from the Orissa Coast across the central parts of the country, and they are frequently remarkable for long vitality.

The present September has been remarkable for the exceptionally early cessation of the rains over a considerable portion of India. Over the whole of North-Western India (i.e., the whole of the region lying to the north-west of a line joining Rajkot and Lucknow) there has been practically no rain of importance throughout the month. This has apparently arisen from two causes—the first being the excessive weakness of the Bombay current, the second the feeding of the Bay current into the various depressions, which have formed over and travelled near the Bay of Bengal. Conditions on the West Coast of the Peninsula have been very exceptional. In the ordinary course of events there should be a fairly strong south-westerly and westerly wind crossing the West Coast at this season, and rain should be general and fairly frequent. Instead of this the records of the past month have shown for the greater part of the period variable or east to north breezes of light or moderate strength, and on several days there has been a partial or complete absence of rain all along the West Coast. During the occurrence of the depressions described below, these abnormal conditions were of course modified, and an inrush of moist monsoon winds towards the depression occasioned heavy and general rain on the West Coast; but with the disappearance of the disturbances the wind returned to its abnormal directions and the rain more or less ceased.

After a short disturbed period quite at the commencement of the month the weather became settled. Very small pressure differences were accompanied with light and variable winds, and, though rain was reported from most stations (except those in the north-west), it occurred generally in passing showers, and the general weather was fair. On the 16th however conditions became unsettled over the Bay, and a brisk fall of the barometer was accompanied with the formation of a depression. An unsettled period which lasted until the 23rd then set in, during which the weather was stormy and the rainfall heavy. After the 24th or 25th the rainfall again fell off gradually, and by the end of the month the weather was again fine over the greater part of the country.

Barometric depressions and cyclonic storms of the month.—Three depressions were formed during the month, of these one was of very considerable importance, but the other two were small and short lived.

Depression of 1st to 3rd September.—At the close of August a shallow low pressure area lay over Behar and the North-Western Provinces, into which the wind from surrounding districts fed and around which rain was falling. On the 1st September a shallow but well defined disturbance formed within this low pressure area, and a cyclonic circulation of the winds was established. Moderately heavy rain fell within the storm area. The reports of the

and showed that the storm was filling up, but that heavy rain had occurred in its neighbourhood, the following being some of the principal amounts reported:

On the morning of the 3rd the barometer was rising quickly and the depression

had almost disappeared.

Large depression of the 16th to 22nd September .- Very uniform pressures were reported over the Bay and the surrounding coasts on the morning of the 15th -a condition which in the middle of September was almost certainly antecedent to the formation of a storm. On the 16th a depression was clearly traceable in the Bay and there was a general indraught of air towards the centre. The chart of the 17th showed that the depression had developed and that the centre of depression was in Lat. 18°30' and Long. 88°30', where the barometer was probably falling briskly. A cyclonic circulation of moderate intensity had been formed around the Bay. On the 18th the centre of the storm was close to the coast between the stations of Gopalpore and Vizagapatam, where the barometer had fallen very rapidly. Strong cyclonic winds prevailed around and over the Bay. The storm crossed the coast in the afternoon, and moderate gales prevailed around it. The barometer at the centre probably fell below 29 0" and the storm was altogether of considerable intensity. By the morning of the 19th it had passed about 100 miles inland on a west-north-west course. Strong winds were feeding into it, and the rainfall around was very heavy. On the 20th the storm was to the south of Raipur and still maintained the same intensity. The chart of the 21st showed that the storm was filling up, and that it was passing northward towards the North-Western Provinces. A strong cyclonic circulation was still maintained around it and fairly heavy rain continued. By the morning of the 22nd the disturbance had reached the foot of the Hills in the neighbourhood of Gorakhpur and by the following morning it had broken up. It continued to give very heavy rain up to the time of its disappearance. The following returns show approximately the amount of the depression of the barometer below the normal during the course of the storm, but as the actual centre was on no occasion actually over one of the meteorological stations at the hour of observation, the result is only a rough approximation:

On the	rath	∫ Gopalpore					-'051"
Can the	1,011	Vizagapatam					048"
	18th	{Gopalpore Vizagapatam			on the other		-193"
11	Toth	Vizagapatam					- 217"
	toth	{Gopalpore Vizagapatam				a disk	- 235"
12.	19th	Vizagapatam					'226"
,,	20th	Raipur					'254"
3)	21st	Seoni	12.00	White he	•		151"
11	22nd	Gorakhpur			5812-638	200	208"

Heavy rainfall was more or less confined to a comparatively narrow band in the direct path of the storm. Ankapalli received about 20 inches and Vizagapatam about 10 inches on the 18th and 19th. The Central Provinces (east and south) received between 4 and 6 inches on the 20th and 21st and the Gorakhpur, Basti and Azamgarh districts of the North-Western Provinces received between 6 and 13 inches of rain between the 22nd and 23rd.

Shallow depression of 25th to 28th September.—On the 25th a large shallow area of low pressure was formed over the Bay, Burmah and South Bengal, and appearances on this day favoured the production of another considerable depression. The reports of the 26th showed, however, that the barometer was rising all round the Bay, so that the disturbance never developed but drifted slowly northward into Bengal, and broke up on the 27th or 28th. No rain of any consequence fell with this depression.

Pressure has been remarkably high over the greater part of Northern and Central India. Notwithstanding the influence of the depressions noticed above, and which was almost entirely confined to Northern India, the results at the close of the month show that over the whole of Northern India, excepting the northwest of the Punjab, Sind and Guzerat, but including the Circars; the north of the

Bay and Burmah the mean barometer was above the normal, while over the Peninsula on the contrary and more particularly on the Malabar Coast it was largely in defect.

The following table gives the barometric anomalies or local pressure variations in different parts of the country for September with those for June, July

and August for comparison:

PROVINCE.	assessed Mills	BAROMETR	IC ANOMALY.	
	June 1889.	July 1889.	August 1889.	September 1889.
Burmah	+.011	+;004	+.008	+ .006
Bengal	+.008	+.017	'014	+ '013
Assam	+.010	4.019	+ '002	+ '007
Behar and Chutia Nagpur .	+.006	+.019	'007	+ '008
North-Western Provinces .	+.003	+ '015	+ '005	+.011
Punjab	·o16	'004	. +.019	+ '003
Sind and Rajputana	 013	+ '005	+ '005	+.001
Central India	 001	+'012	001	+.011
Central Provinces	 -:004	+ '005	—·o48	+.012
Bombay	001	025	+ '002	—·o35
Madras	 002	'026	+'012	'017

The principal features of the above table are the change in pressure over the Central parts of the country, the steadiness of the excess in Upper India and the

considerable deficiency in the south and west of the Peninsula.

Temperature.—The most remarkable point about the temperature conditions of the month is the large diurnal range of temperature which has been reported over Northern India. With the early clearing of the sky nocturnal radiation apparently set in with unusual energy, and the night temperatures, more particularly towards the close of the month, were most unusually low. The variation of the mean temperature for each week and for the month from the mean is given in the following table:

•	DIFFERENCE	DIFFERENCE OF MEAN TEMPERATURE FROM NORMAL FOR WEEK ENDING SEPTEMBER								
PROVINCE.	gth	. 16th	23rd	30th	of mean temperature from the Nor al for the month.					
Burmah	+0.4	+1.6	-0.1	-1.0	+0.3					
Bengal	-0.6	-0:5	-0.0	+1.0	-0.4					
North-Western Provinces .	+0.1	+0.5	+:0.5	-0.7	o.1					
Punjab	+1.6	+ 2:0	+1.0	-o.8	+ 0.8					
Bombay	+1.0	+2'9	+2'0	+0.0	+1.2					
Central Provinces and Berar	+1.0	+1.0	+2.2	+ 2.1	+1.6					
Guzerat and Central India.	-0.1	+1.4	+ 2.0	+1.6	+1.3					
Sind and Rajputana	0.3	+1.3	+3.5	+0.6	+1.5					
Madras	-0.4	+0.1	-o <sup>7</sup>	-0.0	-0.5					

Rainfall.—The distribution, &c., of rain during the past month has been largely described in the earlier portions of this summary. Briefly, the returns show that the rains ceased early and were consequently light over nearly the whole of Northern and Central India, the exceptions being the Trans-Gangetic portions of the North-Western Provinces, Behar, North Bengal and Assam. Of these the first three regions were under the influence of the two depressions noticed above, and the excess of rainfall is due to this cause. The Indian Peninsula, with the exception of the Konkan, had generally heavy rain, the excess ranging from about  $\frac{1}{2}$  inch in the Carnatic to nearly 9 inches in Malabar. In Ceylon the rainfall was even heavier, the returns from Colombo showing that at that station the month's fall was more than five times the normal amount. In Burmah the fall almost exactly equalled the average.

The following table gives complete data, and shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district:

DISTRICTS.		of	Normal Average Rainfall in September.	Actual Average Rainfall in September 1889.	Difference from the Aver age in Sep- tember 1889.
Punjab, West			State 11 to gard 4	0:50	1.86
East		7	2.44	0.28	
North-Western Provinces, Trans-Gang	· · ·	8	3.92	. 0'71	- 3.31
North-Western Frovinces, Trans-Gang	etic .		7.07	7.60	+ 0.23
" Cis-Ganget	ic .	3	. 5.35	2.63	- 2.72
Behar		2	6.92	10.20	+ 3.28
North Bengal		3	13.19	14.75	+ 1.26
Assam—Cachar		3	13.44	14'77	+ 1.33
Lower Bengal and Chutia Nagpur		8	10.08	7'95	- 2'13
Orissa -North Circars		5	8.30	8.14	- 0.19
Central Provinces, South	A comment	7	9.24	4'33	- 5.21
Berar-Khandeish		2	6.31	4.06	- 2.25
Rajputana, Central India, Saugor, and budda.	Ner-	9	5.03	1.90	- 3.13
Sind—Cutch		3	0.24	0	- 0.57
Guzerat		3	5.26	2.53	- 2.73
Konkan		4	10.67	5.73	- 4.94
Deccan-Hyderabad		5	6.06	9.2	+ 3.46
Malabar		5	10'20	10.50	+ 8.01
		4	5.04	10.03	+ 4.08
Mysore—Bellary		6	3.43	4'34	+ 0.01
Lower Burman		7	16.57	16.00	+ 0.03
Ceylon		1	4.67	25'40	+20.43

W. L. DALLAS,

SIMLA, 24th October, 1889.

Assistant Meteorological Reporter to the Government of India.

J. W. P. MUIR-MACKENZIE,
Officiating Secretary to the Government of India.

### GOVERNMENT OF INDIA.

## REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, October 28th, 1889.

The weather over the greater part of India has been finer and more settled than is ordinarily the case even at this fine season of the year. Western and Central India has been the seat of a slight anticyclone or high pressure area, while the whole of North-Western India has experienced steady and uniform pressures, so that the slight showers which not uncommonly occur about this time-more particularly in the mountain and submontane regions-have been absent this year. In strong contrast to these fine conditions has been the weather prevailing over and around the head of the Bay of Bengal, where a storm of considerable intensity has given strong squally winds and exceptionally heavy rain. This storm took a somewhat unusual course for this time of year and passed into East Bengal. This unusual course had a very important influence on the weather occasioning heavy rain around the head of the Bay, where it is ordinarily fine, and occasioning fine weather on the Coromandel Coast, where it is ordinarily rainy, at this season. In most years the moist south-west winds which prevail over the south, south-east and east of the Bay during the latter half of October curve to the westward over the centre of the Bay, and blowing on to the Coromandel Coast as north-east winds occasion the heavy rains which are characteristic of that coast at this time. In the present year, instead of recurving, these winds have fed into the depression at the head of the Bay, while north-westerly winds with a land origin have prevailed over Madras and brought

The chart of the 22nd showed a large area of low pressure overlying East and South Bengal, Orissa, the Circars and the head of the Bay into which there was a steady indraught of wind from all directions. Moderately steep gradients for northerly winds prevailed over the central parts of India and of the Peninsula and winds from between north and west prevailed there, while both in North-West India and on the West Coast variable airs and calms predominated. On the morning of the 23rd the barometer was falling quickly over the head of the Bay, and the definition of the storm had increased very considerably and a small storm centre apparently lay in Long. 88° and Lat. 20°. The winds were cyclonic at the head of the Bay, but very feeble. Elsewhere conditions were unchanged. The chart of the 24th showed that pressure had increased at all stations. The storm at the head of the Bay was smaller than on the preceding day, and no further development had taken place. Winds remained cyclonic at the head of the Bay and there was a distinct tendency to increase in force. The normal north-westerly to westerly current of air prevailed down the Gangetic plain, and elsewhere the winds were westerly or variable. Between the 24th and 25th the storm developed a good deal. This was owing to a general rise of pressure in surrounding regions, while the barometer remained almost steady at the centre of depression. In consequence gradients increased considerably around the centre, the cyclonic circulation of the winds extended to nearly all parts of the Bay, and the force of the winds rose quickly in the north. Hitherto the storm centre had been steady off, the Orissa Coast, but after 8 a.M. on the 25th it began to move north-eastward and by the morning of the 26th it had passed to the east of Saugor Island, and had apparently travelled inland over the Sunderbuns. Very strong winds prevailed at the Sandheads. The chart of the 27th showed that the storm had travelled east-north-eastward and that the centre lay near Burrisal, where the bar

Temperature.—The remarkable depression of temperature which has prevailed over the greater part of India during the past two weeks has been continued during the week under review, but there are now signs that the lowest point of the oscillation has been reached and that temperature, relatively to the average, will now begin to rise. One interesting feature of this period of depression has been the remarkable lowness of the night temperatures on the plains in comparison with those on the hills. On several occasions the minimum temperature recorded at the plains stations in the Punjab, and west of the North-Western Provinces has been several degrees lower than the temperature recorded at the same time at the hill stations of Murree and Simla.

The following table shows the variations of the mean temperature of the present and of the past week from the normal average:

PROVINCES.				Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah				+ 0.2°	- 0.6°
Bengal	•			-0.5 <sub>o</sub>	+ 1.6°
North-Western Provinces				- 2.6°	- 1.1 <sub>0</sub>
Punjab				4'7° .	- 3.1°
Bombay				- 0.5°	- 4'3°
Central Provinces			10.0	+ 0.3°	- 4'3°
Guzerat and Central India				- 1.3°	- 5.4°
Sind and Rajputana				4.5°	- 5·1°
Madras		•		- 0.4 <sub>o</sub>	1.1 <sub>0</sub>

This table shows that, except in Bengal, every Province throughout India has experienced a considerable depression of temperature during the week. It will be noticed that in the Punjab and North-Western Provinces the depression is less than it was last week, and that in the other Provinces it is greater, showing that the cold wave is apparently travelling southward.

Rain.—There has again been little or no rain over the greater part of India. In the immediate neighbourhood of the cyclonic storm described above the fall has been heavy, but rain did not extend to any great distance on either side of the track of the storm centre and was hence confined to a limited extent of country.

The following is a brief description of the daily distribution:—On the 22nd the weather over India being still in an unsettled state, owing to the breaking up of the depression noticed in the preceding summary, showers were reported from many parts of the country—more particularly from Bengal, the east of the North-Western Provinces, the Central Provinces, the south of the Peninsula and Burmah. The amounts were considerable in several places, especially in Lower Burmah. On the 23rd a few scattered showers were reported from Behar, one or two central stations and from the Malabar Coast; with these exceptions rain was confined to the Bay area and was not heavy. On the 24th, 25th and 26th there was no rain, except around the upper part of the Bay and in Assam and Upper Burmah. On the 27th and 28th there was heavy rain in Bengal and some showers in Assam, but no rain in any other part of India.

The table at the close of the summary shows that in seventeen rainfall divisions no rain whatever was received during the week, and that in seven other divisions the average rainfall for the week was less than one-tenth of an inch. In twelve of these twenty-four divisions the normal rainfall is either nil or less than one-tenth of an inch, but that this number should be doubled in the week under review is an indication of the exceptionally fine weather at present prevailing. Fifteen divisions report an excess and thirty a deficiency of rainfall during the week. The greatest excess is in Burmah and Eastern and Deltaic Bengal, where the cyclonic storm noticed above occasioned several large falls. Of these the principal are— $7\frac{3}{4}$  inches at Maungdaw (Akyab); 11 inches at Kushak (Tipperah); 12 inches at Perozepur (Backergunge); 8 inches at Munsheegunge (Dacca);  $9\frac{1}{2}$  inches at Bagerhat (Khoolna);  $7\frac{1}{2}$  inches at Madaripur (Faridpur);  $11\frac{1}{4}$  inches at Basirhat (24-Pergunnahs); and  $12\frac{1}{4}$  inches at Gope (Pooree).

In the south of the Peninsula and in the Central Provinces there were a few heavy showers on the first day of the week, but after the 22nd there was practically no rain, except in North-Eastern India.

The Army and	Martin Car Paraganta	RAINFALI	DATA FOR WE OCTOBER 28TH, 1	EK ENDING	RAINFALL DATA FROM OCTOBER 15TH TO OCTOBER 18TH, 1899.				
PROVINCE.	DIVISION.	Average Actual Rainfall of Division.	Average Nor- mal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, October 15th to October 28th.	Excess or Defect of (Season al) Rainfall expressed as a percentage,		
	The second secon	Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.		
1	Tenasserim	8.78	1'22	+ 7.56	13.63		No.		
BURMAH	Lower Burmah	1.01	1.50	+ 0.41	4.37	3.69	+269		
DOKMAN	Central Burmah Upper Burmah	1.02	1.10	+ 0.25	3.00	2.30	+ 52		
the terminal to the latest the latest terminal to the latest terminal termi	Arakan	0'95 4'14	1.65	+ 2:49	1.97	?	+,34		
	Eastern Bengal			1 2 49	4.89	2.80	+ 75		
	Assam (Surma)	4'13	1.13	+ 3.00	4'26	2'69	+ 57		
	Do. (Brahmaputra)	0.76	0.76	+ 1'47	2.32	2.12	+ 9		
	Deltaic Bengal	4'40	0.36	+,0.40	0.70	1,23	- 50		
BENGAL AND ASSAM .	Central Bengal	0.63	0.62	+ 3.23	4.72 0.48	2.18	+117		
	North Bengal	0.50	0.67	- 0'41	0.50	1.00	- 59		
	Orissa	2.48	1'54	+ 0.04	5'45	2'97	- 87		
	Chutia Nagpur	0.20	0.20	- 0.00	0.77	1.18	+ 84		
State of the same	Behar (South)	0 36	0.23	- 0.17	0.36	1.02	- 35 - 66		
	Do. (North)	0	0,40	-, 0.40	0	0.00	-100		
	North - Western Provinces (East).	0.25	0.49	+ 0.03	0.75	. 0.62	+ 21		
	Oudh (South)	0.01	0.50	- 0.10	0.03	0.33	_ 0.		
NORTH - WESTERN	Do. (North)	0	0.02	- 0.07 -	o.	0.11	— 91 →100		
PROVINCES AND	(Central).	0.01	0'24	- 0.53	0.01	0.58	- 96		
	(West).	South   Central   Centra	0'02	- 0.03	o	0'02	-100		
	North - Western Provinces (Submontane).	0.03	0.15	- 0.00	0 03	0\21	86		
ſ	Punjab (South)	0 -	0	0	0	0.08	100		
	Do. (Central)	잃었어요하다 등이 얼친할이라	0	0	0	0.19	-100		
UNJAB			000	- 0.00	0	0.01	-100		
			0.07	- 0.07	0	0.10	-100		
l	Do. (West)		0.02	- 0.02	0	0.30	-100 -100		
(	Malabar	0.18	1'44	- 1'26	7.79	2.55			
Control of the same of the same of	Madras (South Central)		1:43	- 1.50	305	3.55	+119		
BOMBAY AND MALA-	Coorg	0.00	1.73	- 0.83	10.00	3.21	- 25 + 208		
BAR COAST DIS-	Mysore	0'29	1.50	- 0.08	2.06	2.50	10		
TRICTS (MADRAS).	Konkan	0.01	0.47	- 0'46	4.84	1.08	+348		
	Bombay Deccan	0.04	0.48	- 0.74	4.06	1.99	+153		
l l	Khandeish	0	0.64	- 0.64	1.59	1.97	— 36		
(	Berar	0'47	0.43	- 0'01	3'14	1.45	4 7 7 7		
CENTRAL PROVINCES	Central Provinces (West) .	0.68	0'46	+ 0'22		0.43	+117		
AND BERAR.	Ditto (Central)	1,15	0.38	+ 0'74	2.95	0.23	+225		
	Ditto (East) .	0.43	0.08	+ 0.65	1.32	0.43	+214		
(	Guzerat	0.	0.11	- 0.11	. 0'02	0.31			
BOMBAY (NORTH) , }	Kathiawar	0	0.00	- 0.06	0	006	<del>- 94</del>		
(	Sind •	10	0.05	- 0.03	0	0.05	-100		
(	Central India (East)	0.02	0.53	- 0.18	0.13	0'42	6-		
RAJPUTANA AND CEN-	Rajputana (East), Central	0	0.15	- 0.13	0	0'21	- 69 -100		
TRAL INDIA.	India (West).					<b>7</b>	-100		
	Rajputana (West)	0	0.04	- 0.04	O	0.04	-100		
ſ	East Coast (North)	0.70	2'19	- 1.49	6.49	4'44	+ 46		
	De. (North) (a)	2.00	?	7	6.25	7	+ 46		
LANDAS	Hyderabad (South)	0.23	0.43	+ 0.10	1.08	1.58	+ 55		
ladras	Madras (Central)	0	1.00	- 1.00	3.78	2.18	+ 73		
	East Coast (Central)	0.84	2.10	1.32	7.45	4'71	+ 58		
	Ditto (South)	0.04	1.42	- 1.03	2.20	3.64	- 31		
Control of the Contro		10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10 TO 10	. 01	- 1.91	0 59	3'49	- 83		

W. L. DALLAS,

SIMLA, 1st November, 1889.

Assistant Meteorological Reporter to the Government of India.

J. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

# Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending 26th October.—No rain in Anantapur, Madras, Trichinopoly, Madura, Tinnevelly and Travancore; good in the four northern districts and South Canara; and slight elsewhere. Crops generally good, but suffering from excessive rain in Kistna, Bellary and Anantapur; withering from want of rain in South Arcot and Chingleput; and injured by insects in parts of Ganjam. Prices generally falling or stationary. Labourers employed last day of week,—on Rushikulya works, 3,158; Gopalpore Canal, 803; Ghat Roads, 2,398; other minor works, 3,226. Number on village relief on 19th October, 7,330, including 4,476 children; fed in kitchens, 3,393, including 2,429 children. Imports into Ganjam during week by sea and land 553 tons. General prospects favourable.

Bombay.—For week ending 30th October:—Slight rain during the week in parts. Cotton in Guzerat and Kathiawar, and other standing crops generally good. Harvesting and sowing operations in full progress. Fodder generally sufficient and agricultural stock good.

Bengal.—For week ending 29th October.—Fairly heavy rain has been almost general in Orissa, South-West Bengal and East Bengal, and local showers have fallen in North Bengal. The rain has done considerable good to the winter rice crop which is doing well. Prospects of the rabi cultivation are also improved and sowings are in active progress. In Behar, where no rain has fallen, it is wanted in some places for the rice on high lands and for the rabi crops. Reports of the sugarcane crop are generally satisfactory. Prices of rice are still almost stationary throughout the Province, with a tendency to fall in some districts. In the affected districts of Behar food-stocks continue to be sufficient and prices are falling; and from Durbhanga it is reported that there is plenty of work for labourers in the fields. In Muzaffarpur the daily average number of persons on relief works during the fortnight ending 15th instant was 2,765, mostly employed on the Sitamarhi Extension of the Tirhoot Railway; the daily average number in receipt of charitable relief during the same fortnight was 6,634 in Muzaffarpur and 344 in Chumparun against 10,429 and 730 respectively during the preceding fortnight.

North-Western Provinces and Oudh.—For week ending 29th October.—Weather seasonable. Kharif being harvested. Rabi sowings in progress. Supplies ample. Prices stationary. Prospects good.

Punjab.—For week ending 30th October.—No rain. Prices rising in Delhi, Umballa and Rawalpindi; stationary elsewhere. Harvesting of kharif and sowing of rabi in progress. Rain much needed for rabi sowings throughout the Province. Crops are said to be in good condition, though average in some districts. Pasturage or fodder sufficient throughout the Province.

Central Provinces.—For week ending 30th October.—Weather clear and cold, with slight rain in a few districts in the beginning of the week. The recent rain has done slight damage to jowari and cotton and somewhat retarded wheat sowings, but the injury is inconsiderable. Prospects continue good. Prices steady or falling.

Burma.—For week ending 26th October.—There was a considerable fall of rain in Lower Burma and the crop prospect is good. Rain fell in Mandalay, Ruby Mines district, Ye-u, Sagaing and to a small extent in most other districts

of Upper Burma. The crop prospect is not bright in Shwebo owing to want of rain, and more rain is now required in Minbu, Meiktila and Yamethin; in the other districts in Upper Burma the crop prospect is good. The price of paddy has fallen 10 per cent. in Pegu and Henzada, 9 per cent. in Amherst, 15 per cent. in Bhamo, 13 per cent. in Katha, 20 per cent. in the Ruby Mines and 11 per cent. in Pyinmana. Elsewhere prices are stationary or the fluctuations are but small.

Assam.—For week ending 30th October.—Rain in most districts. Sowing of mustard and pulses continues. State and prospects of crops generally good.

Mysore and Coorg.—For week ending 30th October.—Rainfall good in Shimoga and Kadur districts, and fair in other parts of the State of Mysore. Standing crops in good condition. Harvesting operations continue. Prospects of season favourable. Prices slightly fallen in the Bangalore district.

No rain in Coorg during the week. Dry crops reaped in eastern taluks. Season favourable for standing crops.

Berar and Hyderabad.—For week ending 30th Octaber.—Average rainfall '91 inches. Fowari in good condition. Picking of cotton commenced. Rabi sowing in progress. Prices declining. Cattle healthy. Fodder sufficient, except in Chikli.

Rainfall in Hyderabad during the week '48 inches; total since 1st January 37'15 inches. Harvesting of kharif crops continues. Crops have suffered to some extent by excessive rainfall. Abi crops thriving. Preparations for sowing of rabi crops commenced. Prices stationary.

Central India.—For week ending 30th October.—Partial rain fell in Baghelkhand and none elsewhere. Rainfall is reported as insufficient from Gwalior and Bundelkhand, though crops have not suffered. Prices are falling in Neemuch and Jhabua, and are steady elsewhere.

Rajputana.—For week ending 30th October.—Kharif crops being harvested. Rabi sowings in progress. Total rainfall insufficient in Dholepur. Agricultural stock good. Fodder dear in Marwar and falling in Dholepur. Prices rising in Kerowlee and are steady elsewhere.

Nepal.—For week ending 24th October.—No rain. Weather clear. Foggy mornings. Prospects very satisfactory.

J. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

### GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. . RAILWAY TRAFFIC.

No. XXVII. of 1889-90.

### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used as far as possible.

		V	VEEK ENDING OCTOBER 1		W	OCTOBER 18	5TH 89.	TOTAL RE FROM 1ST TO 6TH OC 1888	APRIL	TOTAL RECEIPTS FROM 1ST APRIL TO 5TH OCTOBER 1889.		1	
Latest Return received.	RAILWAYS.	Total				Receipts.			Per	Total.	Per	Total increase in 1889-90.	Total decrease in 1889-90
		length   Per length	1	Per mile open				open per week.		1009-96.			
	State Lines worked by Companies.	,	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
19th October 1889 19th ditto	East Indian Patna-Gya Dildárnagar-Gházipur Sindia	57 12 75	7,84,397 29,708 611 5,349	518 521 51 71		(a) 6,17,255 7,397 (b) (c)	405 129	2,15,20,679 2,58,850 36,898 1,84,537	526 168 114	(a) 2,17,22,426 2,40,178 (b)	527 156	2,01,747	18,67:
nath October 1889 12th ditto 19th ditto 12th ditto 12th ditto 15th ditto	Rajputana-Malwa Bengal-Nagpur (d) Southern Mahratta (f Do. Mysore Section Indian Midland Villupuram - Dharma varam (Nellore	1,664 186 ) 854 140 136	2,87,604 17,854 74,607 11,266 10,360	173 96 87 80 76	1,672 305 909	2,76,000 (e) 26,532 49,224 29,843 (g) 48,843	165 87 54 101 66	90,84,606 7,65,208 19,89,701 2,80,588 3,56,858	91 202 152 86 74 97	(c) 97,73,897 (e) 9,02,450 21,17,383 4,40,146 (g) 14,11,614	219 110 92 68 79	6,89,291 1,37,242 1,27,682 1,59,558 10,54,756	1,84,537
5th ditto	Branch)	8 <sub>3</sub> 36	3,853 1,347	46	8 <sub>3</sub>	5,201 1,637	63 45	1,30,008 39,236	58- 42	1,29,875 49,216	58 53	9,980	133
	TOTAL .	4,757	12,26,956	258	5,630	10,61,932	189	3,46,47,169	270	3,67,87,185	252	21,40,016	
oth October 1889 2th ditto 2th ditto 2th ditto 2th ditto 2th ditto 2th ditto 2th ditto 2th ditto 2th ditto	State Lines worked by Government. North Western (h) Oudh and Rohilkhand Bengal Central Wardha Coal Eastern Bengal Nalhati Tirhoot Lucknow-Sitapur-	2,469 692 125 45 673 27 271	4,85,273 97,938 26,587 15,281 2,97,409 1,977 27,062	195 142 213 340 442 73 100	2,386 692 125 45 747 27 273	5,39,341 1,16,678 18,800 16,523 2,85,610 1,218 29,003	226 169 150 367 382 45 106	1,26,79,730 34,58,009 3,62,148 3,78,573 50,52,187 51,511 8,29,814	190 - 185 107 312 277 73 123	41,38,07,137 38,80,545 3,90,589 3,89,811 52,94,834 49,760 9,55,041	215 208 116 323 270 70 135	11,27,407 4,22,536 28,441 11,238 2,42,647  1,25,227	1,751
2th ditto 5th ditto 5th ditto	Sihramau Jorhat Cherra-Companyganj Burma (i)	105 25 7 392	3,482 1,008 283 60,817	33 40 40 155	105 25 7 553	4,306 1,490 242 78,303	41 59 34 142	1,28,926 32,141 3,116 14,75,511	45 44 15 148	1,64,258 33,442 4,307 22,54,059	58 45 21 158	35,332 1,301 1,191 7,78,548	=
	TOTAL .	4,831	10,12,117	210	4,985	10,91,514	219	2,44,51,666	188	2,72,23,783	205	27,72,117	•••
oth October 1889 th ditto th ditto th ditto	Lines worked by Guaranteed Companies. Madras South Indian Great Indian Peninsula Bombay, Baroda and Central India (1)	840 654 1,497 461	1,46,202 1,05,156 (j) 5,98,140	174 161 400	70.75 (000).56 B	1,87,376 1,03,457 (k) 4,52,329	223 158 314	43,68,085, 29,10,109 2,12,43,410 (j)	193 165 525	48,10,077 30,41,103 1,62,20,383 (4)	213 173 419	4,41,992 1,31,084	50,23,027
	TOTAL	3,452	1,64,538	357	461	1,99,000	432	62,80,283	505	64,73,933	523	1,93,650	
RAND TOTAL (GUAT		13,040	32,53,109	294	3,395	9,42,152	278	3,48,01,987	373	3,05,45,586	335		42,56,301
	IMATED EXPENSES			249	14,010	30,95,608	221	9,39,00,722		9,45,56,554	256	6,55,832	
	NET RECEIPTS .							4,46,83,861		4,95,24,973	134	3,08,112	
th October 1889 th September 1889 th October 1889	Assisted Companies. Tarakeshwar Dibru-Sadiya Bengal and North	22	4,780	217	22	4,327 (m)	197	1,42,316 (n) 2,24,349	237	1,47,657 (o) 2,44,617	246 121	5,341 20,268	-
th ditto .	Western Rohilkhand-Kumaun .	376 67	29,944 6,710	80 100	376 67	28,200 7,935	75 118	12,26,766	121	12,71,649	126 114	44,883	
	TOTAL .	465	41,434	89	465	40,462	87	17,75,238	121	18,63,125	127	87,887	
	Native States.		village before										
th October 1839 .	His Highness the Nizam's Guaranteed . His Highness the	310	31,600	103	354	33,309	94	8,29,288	107	11,57,347	122	3,28,059	
th ditto	Gaekwar's His Highness the Gaekwar's Viramgam-	59	2,097	36	59	1,730	29	67,019	42	68,364	43	1,345	-
th ditto .	Mehsána-Vadnagar . Bhávanagar-Gond a l-	21	614	29	27	700	26	23,970	42	28,094	39	4,124	
th ditto	Junagarh-Porbandar Morvi Jodhpore	209 68 124	32,585 2,313 5,500	156 34 44	309 68 124	18,007 3,057 5,700	58 45 46	5,21,854 92,856 1,82,564	99 51 55	6,77,014 1,03,516 1,74,210		1,55,160	8,354
	TOTAL .	791	74,709	94	941	62,503	66	17,176551	84	22,08,545	9035000 000	4,90,994	

Includes the Dildarnagar-Gházipur State Railway.
Included with the East Indian Railway.
Included with the Indian Midland Railway.
Includes the Katni-Umaria Branch.
Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.

<sup>(</sup>i) Includes the Toungoo-Mandalay Extension.
(j) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itars State Railways.
(k) Includes the Dhond-Manmad, Khamgaon, and Amraoti State Railways.
(l) Includes the Patri Branch.



### SUPPLEMENT TO

# The Gazette of Andia.

No. 45. 3 CALCUTTA, SATURDAY, NOVEMBER 9, 1889.

### OFFICIAL PAPERS.

A Supplement to the Gazette of India may deem to de of interest to time, containing such Official Papers and information as the Government of India may deem to de of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in Part VI of the Gazette.

Non-Subscribers to the Gazette may receive the Supplement separately on a payment of five Rupees per annum if

PART VI of the GAZRTTE.

Non-Subscribers to the GAZRTTE may receive the Supplement separately on a payment of five Rupees per annum is delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the Gazrtte can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the Gazrtte of India is required by Law, or which thas been customary to publish in the Calcutta Gazrtte, will be included in the Supplement. For such Orders and Notifications the body of the Gazrtte must be looked to.

# GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

### Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending 2nd November.—No rain in Ganjam, Cuddapah, Bellary Anantapur, Kurnool, North Arcot, Trichinopoly, Tinnevelly, and Salem; very slight elsewhere. Crops generally good, but affected by excessive rain in parts of Godavari, Kistna, Bellary, and Anantapur; paddy blighted in parts of Ganjam; Cuddapah, South Arcot, and by insects in Ganjam; crops withering from want of water in parts of Chingleput; require rain in South Arcot, North Arcot, Tanjore, Trichinopoly, Tinnevelly, Coimbatore, and Salem. Price of gingelly falling or stationary. Labourers employed on last day of week on Rushikulya works, 4,848, Gopalpore Canal, 977, Ghat roads, 3,038, other minor relief works, 1,908. Number on village relief on 26th October, 511, including 299 children, fed in kitchens 2,031, including 1,467 children. Imports into Ganjam during week by sea and land 165 tons. General prospects favourable.

Bombay.—For week ending 6th November.—Slight rain during week in two districts. Early and late crops generally good, except where damaged by rats and locusts in parts of Sind. Prospects of cotton in Guzerat and Kathiawar favourable. Harvesting and sowing operations progressing generally. Fodder supply and agricultural stock good.

Bengal.—For week ending 5th November.—No rain; fine weather prevalent throughout the week. Winter rice is generally a promising crop, but in a few districts the average outturn will be rather short on account of deficient rainfall, and in places in Behar there will be some loss on the high lands owing to the failure of the hathiya or closing rains. All cold weather crops, including poppy and tobacco, are being sown, and sowings are germinating well. In Mozufferpore the poppy sowings are suffering from want of moisture. In Raj-

shahye ganja is being cultivated, and the weather is favourable. Sugarcane is reported to be a good crop in almost all districts. Prices of rice are almost stationary, but a slight decline has been reported from some districts. In Behar the scarcity is said to be practically at an end. In the affected districts, harvest prospects are satisfactory, ample labour is obtainable everywhere in the fields, markets are fully supplied with food, and prices are falling. Relief works and gratuitous relief are almost all closed. During the fortnight ending 31st October the daily average number of persons relieved gratuitously was 1,944 in Mozufferpore and 199 in Champarun, against 6,634 and 344 respectively, in the preceding fortnight. In Mozufferpore the daily average number on relief works during the same fortnight was 2,700, against 2,765 in the preceding fortnight.

North-Western Provinces and Oudh.—For week ending 6th November.—Favourable weather continues. The kharif harvest is nearly over, and the sowing of the rabi is progressing satisfactorily. Markets are well supplied, and prices are generally steady.

Punjab.—For the week ending 6th November.—No rain. Prices rising in Delhi, Umballa, and Rawalpindi, stationary elsewhere; harvesting of kharif going on; sowings of rabi in progress; rain much needed; prospects of the outturn of kharif crop is average except in Amritsar, where it is reported fair; fodder sufficient and ample throughout the province.

Central Provinces.—For the week ending 6th November.—Weather clear and cool; juari, rice, and other kharif crops are being harvested, and outturns are good; cotton is being picked; full average outturn expected; sowings of rabi crops continue; prospects favourable; prices steady.

Burma.—For week ending 2nd November.—Rain in all districts in Lower Burma, and the crop prospect there is generally good. In Upper Burma the rainfall was fair in Kyaukse, Meiktila, and Yamethin; elsewhere there was little or none. The rice crop has failed in parts of Shwebo, and will be below average in Minbu and Yamethin, in which districts the rainfall has been insufficient; elsewhere crops promise well. The price of paddy has fallen 14 per cent. in Tharrawaddy, 5 per cent. in Thongwa, 12 per cent. in Thayetmyo, 11 per cent. in Toungoo and Bhamo, 5 per cent. in Shwebo, 10 per cent. in Lower Chindwin, 7 per cent. in Pakokku; prices have risen in Akyab, and elsewhere are stationary

Assam.—For week ending 6th November.—No rain. Weather seasonable. Sowing of mustard continues. Cotton being gathered in Garo Hills. Tea and winter rice crop doing well.

Mysore and Coorg.—For week ending 6th November.—Crops good, except in parts of Bangalore district, where more rain is needed. Sowing operations almost completed. Outturn of crops harvested generally favourable. No material change in prices.

No rain in Coorg. Season favourable.

Berar and Hyderabad.—For week ending 6th November.—No rain during week at Hyderabad. Harvesting of kharif crops continues. Abi crops prospering. Sowing of rabi commenced though retarded in some places by recent rainfall. Prices stationary.

In Berar the weather is cool. Picking of cotton commenced. Kharif in good condition. Rabi sowing continues. Fodder sufficient except in Chickli.

Prices falling. Reaping of rice commenced in Bassim district.

Central India.—For week ending 6th November.—No rain during week. Crop outturn generally good, but below average in Goona. Condition of agricultural stock and pasturage generally good, but stock indifferent in Bundelkhand. Sowing of crops completed in Gwalior, and in progress elsewhere. Sowing of opium commenced in Western Malwa, Bhopawar, and Neemuch. Condition of opium in Goona good. Prices steady throughout the Agency.

Rajputana.—For week ending 6th November.—Rali sowings in progress. Agricultural operations satisfactory. Agricultural stock good. Pasturage or fodder generally sufficient. Prices steady generally.

Nepal.—(Report not received)

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

### STAN BUT OF THE GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

### No. XXVIII of 1889-90.

### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used, as far as possible.

	N.B.—As regards the		OCTOBER I	888.	VVE	EK ENDING OCTOBER 18	LATER	RECEIPT	AL	4 Tora	T	1	1
Latest Return	n RAILWAYS.	mean	RECEI	PTS	mean open.	RECEI		IST APRIL OCTOBER	TO 13TI	RECEIPTS	FROM	4	
received.	Constitution of	Total	Total.	Per mile open	_ t	Total.	Per mile open	Total.	Per mile open per week	Total.	Per mile open per week.	Total Increase in 1889-90	Total Decreas in 1889-
19th Oct., 188	State Lines worked by Companies 9 East Indian Patna-Gya Dildárnagar-Gházipu	. 1,514	10,855	190	1,526	(a) 6,95,219 6,998				R (a)2,24,17,64 2,47,176	R	R 1,15,597	R
19th Oct., 1889 19th ditto 19th ditto 19th ditto	Sindia Rajputana-Malwa Bengal-Nagpur (d) Southern Mahratta(f Ditto Mysore Sec	75 1,664 186	5,995 3,58,306 18,755	53 80 215 101 91	305 978	(b) (c) 3,10,000 (e)29,626 57,807	185	37,538 1,90,532 94,42,912	91 203 151	(b) (c) 1,00,94,995 (e)9,30,806 21,74.806	 218 110	6,52,083 1,46,843	37,53 1,90,53
19th ditto 19th ditto	tion Indian Midland Villupuram-Dharma- varam, Nellore Branc Bareilly-Pilibhit	136	9,4,5	203 70 53	296 746 83	6,110	71 74	3.08.075	79 96 58	4,65.657 (g)14 67,531 1,36,041 51,238	90 68 79 59	1,07,061 1,56,682 11,01,198 1,628	
	TOTAL	4,757	12,97,644	273	36 5,699	2,089	208	3,59,44,813	10.24		53	10,589	
19th Oct., 1889 19th ditto 19th ditto	Oudh and Rohilkhand Bengal Central Wardha Coal	2,469 692 125 45	5,02,84f 1,11,949 24,892 15,530	204 162 199 345	2,386 692 125	5,71,767 1,14,958 18,130	240 166 145	1,31,82,571 35,69,958 3,87,040	191 184 111	3,79,85,895 1,43,78,904 39,98,392 4,08,719	216 206	20,41,082 111,96,333 4,28,434	11
19th ditto 19th ditto 19th ditto	Eastern Bengal . Nalháti Tirhoot Lucknow-Sitapur-Sih- ramau	673 27 273	2,86,740 2,254 26,582 4,573	426 83 97	45 747 27 273	16,786 2,20,240 1,602 25,879	373 295 59 95	3,94,103 53,38,927 53,765 8,56 397	313 283 73 122	4,06,079 55,15,074 51,362 9,80,920	324 277 70 133	21,679 11,976 1,76,147  1,24,523	2,40
12th ditto . 12th	Jorhat Cherra-Companyganj. Burma (i)	25 7 392	7,337 299 52,370	53 43 134	25. 7 553	5,311 945 260 71,748	38 37 130	1,33,498 33,478 3,415 15,27,881	45 44 17 148	1,69,570 34,387 4,567 23,29,454	58 45 23 157	36,072 909 1,152 8,01,573	3,7
	Lines worked by Gua-	4,833	10,29,367	213	4,98,5	10,47,626	210	2,54,81,033	189	2,82,77,428	205	27.96,395	
ogth Oct., 1889 ogth ditto ogth ditto ogth ditto	ranteed Companies Madras South Indian Great Indian Peninsula Bombay, Baroda and Central India (I)	840 654 1,504	1,69,556 1,10,380 (j) 6,47,030	202 169 430	840 654 1,440	2,07,631 1,10,211 (k)4,63,047	247 169 322	45,37,641 30,20,489 (j)2,18,93,440	193 165 521	50,14,700 31,52,332 (k)1,66,80,228	214 173 415	4,77,059 1,31,843	52,04,212
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GROSS ESTIM	ATED EXPENSES .	13,049.	34,58,419	265	14,079	32,41,212	ACTUAL A	5,09,49,875	267	9,78,17,297	255	4,58,156	
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	Assisted Companies Tarakeshwar Dibru-Sadiya Bengal and North-	22 78	6,193 8,647	28n 111	78	4.818 7,251	219	1,48,509 2,42,679	238	1,52,475 2,61,828	245 120	3,966 19,149	,
th ditto	Western . Rohilkhand-Kumaun .	376 67	27,568	73 157	376 67	27,960 7,940	74	12,54,334	119	12,99,609	113	45,275	
	TOTAL .  Native States.	543	52,926	97	543	47.969	88	18,37,847	121	19,21,702	127	83,855	
	His Highness the Nizam's Guaranteed His Highness the	310		125	354	40,879	115	8,68,162	108	11,98,226	122	3,30,064	
h ditto . I	Gaekwar's His Highness the Gaekwar's Viramgam	59	2,684	45	59	2,620	44	69,703	42	71,093	43	1,390	
a ditto . L	Mehsana-Vadnagar . Bhávanagar-Gondal- Junágarh-Porbandar	209	737 16,862	35 81	329	750 19,250	28 59	24,707 5,38,717	42	28,916	38	4,209	
BUT TO A STREET A STREET AND A	Morvi odhpore	68	2,766 6,050	49	68	2,937 7,400	43 60	5,36,717 95,622 1,88,614	98 50 54	6,94,549 1,06,479 1,81,773	94 56 53	1,55.832	6,8,1
	TOTAL .	971	07,973	86	961	73.836	77	17,85,525	84	22,81,036		1,95,511	7,011

(a) Includes the Dildarnagar-Ghazipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.

(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
 (i) Includes the Toungoo-Mandalay extension.
 (j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itáis State Railways.
 (k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
 (l) Includes the Patri Branch.

M. C. BRACKENBURY, Major, R.E.,

Under-Secretary.

### GOVERNMENT OF INDIA. DEPARTMENT OF FINANCE AND COMMERCE.

## RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1889.

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Il Six pies per bundle.

+ For unhusked grain.

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1880
SEPTEMBER
OF
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THE 2
FOR
PRICES
RETAIL

BARLEY. RICE, BEST COMMON. (Sorghum (Pennisetum) cana). (Sefaria volume). (Sofghum (Pennisetum) cana). (Sefaria volume).	Past fortnight.  Present fortnight.  Present fortnight.  Past fortnight.  Present fortnight.  Present fortnight.  Present fortnight.  Present fortnight.  Present fortnight.  Present fortnight.  Present fortnight.  Past fortnight.  Past fortnight.  Past fortnight.  Past fortnight.  Past fortnight.  Past fortnight.  Past fortnight.  Past fortnight.  Past fortnight.  Past fortnight.  Past fortnight.  Past fortnight.  Past fortnight.	S. Ch. S. Ch. S. Ch. S. Ch.	30 0 8 0 10 0 23 0 24 0 21 0 22 0 + + + + + + + 20 0 27 0 17 0 17 0 17 0 + + + 105 0 110 37 0 8 0 10 0 20 0 20 0 15 0 15 0 + + 20 0 24 0 25 0 25 0 24 0 12 0 12 0 12 0 20 0 20 0 0 15 0 15 0	28 0 10 0 10 0 25 0 25 0 23 0 2 0 0 10 0 10 0 10 0 10 0 10 0 1	26-0           10 0         10 0         20 0         16 0         16 0         20 0         10 0         10 0         32 0         32 0         32 0         32 0         20 0         120 0           37 0           8 0         8 0         26 0         20 0         20 0         4         4         10 0         30 0         32 0         32 0         30 0         32 0         14 0         14 0         14 0         14 0         14 0         14 0         14 0         14 0         14 0         14 0         14 0         14 0         10 0	20 0 8 0 8 0 15 0 15 0 11 0 11 0 22 0 22 0 8 0 8 0 19 0 19 0 20 0 9 0 0 65 0 28 0 11 0 11 0 14 0 14 0 10 0 10 0	40 0 12 0 10 0 28 0 30 0 23 0 28 0 4 4 12 0 14 0 27 0 20 0 30 0 18 0 11 0 12 0 10 0 0 0 0 0 0 0 0 0 0 0 0	35 0 9 0 9 0 0 25 0 26 0 26 0 20 0 20 0 20 0 31 0 31 0 26 0 26 0 26 0 20 0 20 0 31 0 31 0 26 0 26 0 26 0 20 0 20 0 31 0 31 0 31 0 26 0 26 0 20 0 20 0 20 0 20 0 20 0 2	18 0 8 0 8 0 11 0 10 0 15 0 15 0 14 0 ‡ ‡ ‡ ‡ 18 0 18 0 16 0 16 0 6 0 90 0 90 0 16 0 7 8 7 0 9 8 9 8 19 0 15 0 15 0 15 8 15 0 160 0
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§ Firewood is sold by head-loads, cart-loads, and bullock-loads.

† Not procurable,

+ Not produced.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1889 - concluded.

DEPARTMENT OF FINANCE AND COMMERCE, (Statistical Branch).

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	SALT.	Past fortnight.	S. Ch	11 11		11 12 12 12 12 12 12 12 12 12 12 12 12 1	12 13	13 3		14 13			
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TOLAS.	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).	Present fortnight.	6.	11	111	1111	111	11	111111	11	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20 0 2	4 6
OF 80 T	NU N H in (c	Past fortnight.	S, Ch. S.	11	111	1111	111	1.1		11			
SERS (	KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).	Present fortnight.	S. Ch.	111	(111	71111	1111			11	11111118	i	-
Z		Past fortnight.	S. Ch.	20 6		33 0	17 5 20 3 21 13	3 13		24 13	00000000		1
RUPEE	MARUA OR RAGI (Eleu- sine coro- cana).	.adginatiol	Ch. S	40	440	0000	999	8 23	0 10 4 10 10	. 4	00000000	8 39	
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INTITIES	Sajra or Cumbu ennisetum phoideum).	Past fortnight.	S. Ch.	••	23 14 16 13 26 3	21 10 25 6 22 8	* 27 11 21 2	••	7 * 24 13 24 10 30 8 8 22 14 22 14	20 10	٠ <u>%</u> ۱۱۱۱۱۱ %		9 4
GUANI	BAJRA CUMB (Pennise typhoide	Present fortnight.	S, Ch.	••	26 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	21 6 25 4 32 5	29 7 29 9	**	24 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	20 6	32 0 32 0		9 4
	R OR LUM hiem rre).	Past fortnight.	S. Ch.	••	22 10 20 0 29 2	28 10 31 6 23 11 25 11	22 11 23 0	19 0 22 11	18 11 **	24 5	28 0 22 0 33 10 33 10 33 10 33 10	• 1	10 3
	JOWAR OR CHOLUM (Sorghum vulgare).	Present fortnight.	S. Ch.	••	20 00 28 8	28 8 22 9 25 9	26 9	19 0	17 5	25 9	33 10 34 0	1	10 3
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	Rick,	Present fortnight,	S. Ch.	12 0 10 8 2	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 8 4	110 0	5 4 8 8	1254 1 1254 1	12 8	\$4.63.22.25 \$4.63.22.25 \$0.00.20	12 8	0 8
		Past fortnight.	Ch.	11 13	9 10 11 13	11 13 13 10 11 11 11 11 11 11 11 11 11 11 11 11	13 14 11	13 5 1	133 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11 2 1	888889	00	6 3
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	BARLEY.	Past fortnight.	S. Ch.	11	111	1111	1+1 1	11	111111	11	48 0 0 0 0 0 0 0 0	8	
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	ar.	Past fortnight.	S. Ch.	8 10	11 2 10 11 10 13	12 13 6	10 13 10 6	10 6	0 0 0 8 8 8 8 4 4 4 4 4 4 4 4 4 4 4 4 4	8 2 6	000 000	0 6	8 0
	WHEAT.	Present fortnight.	S. Ch.	88	10 1 10 8	4 5 5 6 6	8 1 8	10 4	0 * 0 × × × × ×	9 0	3 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 6	0 8
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	DISTRICTS.			1000000	1		north-	centra	outh.		*		
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SUPPLEMENT

### The Gazette of Andia.

No. 46.} CALCUTTA, SATURDAY, NOVEMBER 16, 1889.

### OFFICIAL PAPERS.

A Supplement to the Gazette of India will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Devates of the Legislative Council of His Excellency the Governor General will in future be published in Non-Subscribers to the Gazette.

Non-Subscribers to the Gazette may receive the Supplement separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the Gazette can also be Nodmicial Orders or Notifications, the Publication of which in the Gazette of Nodes in the Supplement. For such Orders and Notifications the body of the Gazette must be looked to.

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

### Weather Review of India for the week ending at 8 a.m. on Monday, November 4th, 1889.

It will be remembered that during the previous week a well-defined and not inconsiderable storm had formed over the Bay and that rainy, unsettled, weather had prevailed around the head of the Bay and over a large part of Bengal. With the disappearance of this depression, which took place at the close of the preceding week, there occurred a sudden and extensive extension of the fine weather which had previously prevailed over North-Western and Central India, and which during the present week has spread to almost all parts of the Indian region. As was the case last week the rain-bearing north-easterly current, which usually prevails in the Madras Presidency at this season, has again been absent. Its absence last week was satisfactorily explained by the presence of the depression over the Bay, into which the moist southerly winds, which cross the Equator, fell instead of recurving over the centre of the Bay and blowing on to the Coromandel Coast. During the present week, though the observations have given evidence of the presence of a slight low pressure area near the Burmese coast and over the Andaman sea, there has been no evidence of any such depression as that which interrupted the current last week, so that perhaps the reason of the absence of rain in the Madras Presidency may be the absolute weakness of the southerly winds crossing the Equator. Whatever may be the solution of the question it is undoubted that the deficiency is becoming serious.

The chart of the 29th showed a large area of uniform and relatively high readings overlying the greater part of the country with slightly lower readings along the foot of the hills and over the Bay of Bengal. The range of pressure throughout the Indian region was only one-eighth of an inch and accompanying this uniformity of pressure were light and rather variable winds. On the whole, however, except on the east coast of the Peninsula, the directions were fairly normal. On the 30th the distribution was approximately the same, but the range was smaller. Hence the winds were even lighter than on the preceding day. The chart of the 31st showed that the barometer had fallen both in the west and north of the Punjab and in Burma, so that while a slight high pressure area prevailed over the central parts of India and of the Peninsula, low pressures were reported from the Punjab and a distinct depression from Burma. Winds were cyclonic in Burma and abnormally westerly on the east coast of the Peninsula, while elsewhere they were fairly normal in direction. On the morning

of the 1st the chart showed that the depression over Burma had intensified and increased somewhat, and that the barometer was still falling there. The barometer was also falling over the Peninsula, and relatively low pressures were reported from both coasts. In Northern India, on the contrary, the barometer had risen, and the range of pressure was greater than on previous days. Northerly winds prevailed over Burma, and light variable winds and calms in Upper India; elsewhere the directions were unchanged. On the 2nd the barometer was still falling in Burma and over the Indian Peninsula, while it had risen briskly in Northern India. A large high pressure area lay over the whole of North-Western and Central India, and the difference between the reading at Hoshangabad and that at Diamond Island was o'2". Light variable airs or calms prevailed within the high pressure area noticed above, while elsewhere the directions were generally between north-west and north-east. The chart of the 3rd showed that the barometer had continued to rise in North-Western India while it had fallen or remained almost steady elsewhere. In consequence the high pressure area in the north-west had become much more strongly defined, and the pressure difference between Sind and Lower Burma amounted to 0.25". The winds showed very little change and the circulation over the greater part of the country was almost normal, though on the east coast of the Peninsula there was much more westing than usual. On the 4th, owing to a slight to moderate barometric rise in all parts of the Indian region except the north-west, pressure became much more uniform again, and the winds on the west side of the Bay showed a tendency to shift towards the normal north to north-east direction.

Temperature.—The remarkable depression of temperature, which has prevailed over India for several weeks, has continued during the week under review, but the lowest point of the oscillation was reached last week, and the present deficiencies are less than those previously reported. In some cases, indeed, a slight excess has replaced a deficiency. As the general depression of temperature disappeared, the remarkable relation between the minimum temperatures on the hills and neighbouring plains also disappeared, so that during the greater part of the past week the minima on the hills have been the lowest recorded.

The following table shows the variations of the mean temperature of the present and of the past week from the normal average:—

	PR	OVIN	CES.			Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
						0	
Burma			126755			-o.e	-0.4
Bengal						+1.6	-0.5
North-Western Prov	inces					-1.1	+0.8
Punjab						-3.1	+13
Bombay					•	-4'3	-2.2
Central Provinces		10	21.00		500	-4.3	-2.6
Guzerat and Central					illes.	-5'4	-1.2
Sind and Rajputana		•				-5.1	-0.7
Madras	• 0					-1.1	+0.5

Rain.—The rainfall of the past week has been exceedingly small. Over a very large part of India no rain whatever has fallen, and only in Burma has there

been any general rain or any excess over the normal average.

The daily distribution of rainfall was briefly as follows:—On the 29th showers fell in Assam, on the Arrakan coast and at Rangoon, but in no other part of the Indian region. On the 30th scattered showers were again the only rainfalls recorded, and occurred in the Upper Assam Valley and at Rajahmundry and Nellore. On the 31st rain was reported from Moulmein, Thyetmyo, and Madras, the amounts in all cases being less than one-tenth of an inch. On the 1st there was moderate general rain in Burma, and showers at Nellore, Wellington, and Trevandrum. On the 2nd the distribution was the same. On the 3rd rain ceased in Burma, except at Diamond Island, but fell fairly generally in the south of the Peninsula, while a slight local fall was reported from Murree. On the 4th the record was the same except that there was no rain at Murree.

The table at the close of the summary shows that the past week has been one of exceptionally light rainfall. In normal years eight of the rainfall divisions are ordinarily rainless at this time, but during the past week no less than thirty-four divisions report no rain whatever, while six report amounts of less than 10 of an

inch. The only divisions where there has been any excess are the Burmese, where the normal average has been largely exceeded. The Madras divisions show large deficiencies and the seasonal rainfall in that part of the country is considerably behind the normal.

ather complete		RAINFAL ENDING 4	L DATA F	OR WEEK BER 1889.	RAINFALL 15TH TO 4	DATA FROM	M OCTOBER BER 1889.
PROVINCE.	Division.	Average actual rainfall of Division.	Average normal rainfall of Division,	Excess or defect in inches.	Average actual rainfall of season to date.		Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim Lower Burma Central do. Upper do. Arakan	1.12 1.06 1.48 0.54 0.52	0°15 0°20 0°15 ?	+0.86 +1.33 +0.52	14.75 4.88 4.91 2.32 5.41	3.84 3.08 2.59 ?	+284 + 58 + 90 ? + 93
Bengal and Assam	Eastern Bengal Assam (Surma) Do. (Brahmaputra) Deltaic Bengal Central do. North do. Orissa Chutia Nagpur Behar (South) Do. (North)	0 0'12 0'18 0 0'02 0 0	0°12 0°73 0°20 0°43 0°27 0°41 1°03 0°28 0°26	-0'12 -0'61 -0'02 -0'43 -0'25 -0'41 -1'03 -0'28 -0'26 -0'26	4.26 2.47 0.92 4.72 0.80 0.26 5.45 0.77 0.36	2.81 2.89 1.73 2.61 2.17 2.31 4.00 1.46 1.31 1.21	+ 5 <sup>2</sup> - 15 - 47 + 81 - 63 - 89 + 36 - 47 - 73 - 100
North - Western Provinces and	North-Western Provinces (East) Oudh (South) Do. (North) North-Western Provinces	0 0	0,13	-0.13 0	0°75 0°05 0	0.11 0.33 0.11	- 85 -100
OUDH.	(Central) North-Western (West) North-Western (Submontane) Provinces	0	0°07 0 0°02	-0°07 0 -0°02	0 0.03	0.35	-100 -100 - 87
PUNJAB	Punjab (South) Do. (Central) Do. (Submontane) Do. (Hill Districts) Do. (North-west) Do. (West)	0 10,0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 006 004	-0.00 -0.00 -0.00	0.01 0 0 0 0	0°08 0°16 0°01 0°25 0°24	-100 -100 -100 -100 - 96 -100
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	0.40 0.22 0.00 0.02 0	2'53 1'32 1'93 0'70 0'43 0'48 	-2'13 -0'78 -1'87 -0'65 -0'43 -0'48 	8·18 3·60 10·96 2·10 4·84 4·96 	6.07 5.40 5.47 3.00 1.51 2.43	+ 35 - 33 + 100 - 30 + 221 + 104 
CES AND BERAR.	Berar	0 0 0	0.13 0.02 0.03	-0.13 -0.02 -0.03	3:14 2:95 1:72 1:35	1'59 0'77 0'62 0'80	+ 97 +283 +177 + 69
Bombay (North) {	Guzerat	. 0	0.01 0.04 0.04	-0.01 -0.01	0*03 0 - 0	0.03 0.13 0.32	- 91 -100 -100
RAJPUTANA AND CENTRAL INDIA.	Central India (East). Rajputana (East), Central India (West). Rajputana (West)	0	0'01 0'02 0'01	-0.01 -0.03	0,13	0°43 0°24 0°08	- 70 -100 -100
Madras 2	East Coast (North)	0.02 0 0 0.10 0.03 0.75	0'72 7 0'22 0'53 1'82 2'48 2'40	-0.67 ? -0.22 -0.53 -1.66 -2.39 -1.65	6 54 6 · 25 1 · 98 3 · 78 7 · 60 2 59 1 · 34	5.16 ? 1.50 2.71 6.53 6.12 5.89	+ 27 + 32 + 39 + 16 - 58 - 77

W. L. DALLAS,

CALCUTTA, 11th November, 1889.

Assistant Meteorological Reporter to the Government of India.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

### Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending oth November.—No rain in Vizagapatam, Bellary, Anantapur, Kurnool, North Arcot and Salem; moderate in Madura and Tinnevelly, and very slight elsewhere. Standing crops generally good, but withering from want of rain in Chingleput, North Arcot and South Arcot. Rain urgently wanted in these districts, and in Madura, Tinnevelly, Trichinopoly, Coimbatore, Salem and parts of Tanjore. Crops damaged by locusts in Kistna, and by previous excessive rains in parts of, Bellary. Paddy and cholum blighted in parts of Cuddapah, and paddy in South Arcot. Prices generally falling or stationary, but all risen in town of Madras owing to failure of monsoon up to date. Labourers employed on last day of week on Rushikulya works, 5,387; Gopalpore Canal, 1,391; Ghat Roads, 1,543; other minor relief works, 1,094; State relief closed. General prospects fair.

Bombay.—For week ending 13th November.—Standing crops slightly injured by locusts in parts of Sind and Guzerat, otherwise generally healthy. Cotton prospects in Guzerat and Kathiawar good. Harvesting and sowing operations progressing. Agricultural stock generally good.

Bengal.—For week ending 12th November.—No rain during the week except light showers at Narail and Jessore on the 5th and 6th instant. Agricultural prospects continue generally favourable. Aman or winter rice is maturing, and harvesting has begun on high lands. Rabi or cold-weather sowings are coming up well. Prospects of poppy cultivation are good, except in the Hajipore Sub-division of Mozufferpore, where the sowings are backward for want of moisture. Ganja cultivation in the Rajshahye District is well forward. Sugarcane is generally a good crop. Cotton is being gathered in the hill tracts of Chittagong and Tipperah, and is a fair crop. Rice is cheaper than at this time last year in most districts of Behar, but in the rest of the province the rates continue high and almost steady in spite of the good prospects of the coming harvest. In Balasore, Durbhunga and Chumparun rice is selling at comparatively low rates, the quotations for the 31st October being 21 seers, 19 seers and 18 seers per rupee, respectively. Distress in the Patna Division was reported last week to be practically at an end, and no further report has been received this week.

North-We stern Provinces and Oudh.—For week ending 13th November.—The weather continues seasonable, and agricultural operations are everywhere being actively conducted. A flight of locusts passed over the Banda and Jhansi districts on the 8th and is said to have done some injury to the crops in the latter district. Supplies are ample and prices easy.

Punjab.—For week ending 13th November.—Slight rain at Peshawar. Prices unsettled in Delhi, rising in Amballa and Rawalpindi, stationary elsewhere. Harvesting still in progress. Sowing of rabi still proceeding on. Rain much needed throughout the province for the completion of rabi sowings. The kharif crop is expected to prove an average one. Fodder sufficient and ample throughout the province.

Central Provinces.—For week ending 13th November.—Weather clear and cold. Harvesting of kharif crops in progress; outturn good. Wheat and other young rabi crops in good condition. Cotton-picking continues; outturn full average. Prices steady.

Burma.—For week ending oth November.—In all districts in Lower Burma, with the exception of the northern circles in Tharrawaddy and in parts of the Prome district, the rainfall has been about normal. In Upper Burma more is

wanted in Meiktila and Yamethin and in parts of Minbu. The crop prospect is good throughout Lower Burma. In Upper Burma, on the whole, the crop prospect is pect is good. In Lower Burma a fall in the price of paddy is shown in the Akyab, Prome and Moulmein districts, and there is a slight rise noticeable in Henzada and Mergui; in the other districts, there are no fluctuations. In Upper Burma there is a fall in the price of paddy in Shwebo, the Lower Chindwin and Mergui, elsewhere prices remain stationary. The food-supply is sufficient through-

Assam.—For week ending 13th November.—Slight rain in the Garo Hills. Sowing of mustard in progress. Cold weather paddy promising. Prospects of tea and other crops good.

Mysore and Coorg. - For week ending 13th November. - Standing crops in good condition except in parts of the Bangalore and Kolar districts, where lately sown crops need more rain. Harvesting continues and outturn fair. Prospects generally favourable. Prices slightly risen in the Bangalore district.

No rain in Coorg. Season favourable for standing crops.

Berar and Hyderabad. - For week ending 13th November. - In Berar the weather is cool. Jowari and tur in good condition. Picking of cotton continues. Rabi sowing completed. Prices declining. Fodder sufficient except in Chikli.

No rain at Hyderabad during week. Harvesting of kharif crops concluded.

Sowing of rabi continues. Abi crops thriving. Prices stationary.

Central India .- For week ending 13th November .- No material changes in weather and condition of crops in Central India since last report.

Rajputana .- For week ending 13th November .- Agricultural operations satisfactory. Crops damaged by locusts in Bundi and parts of Bhurtpore, Agricultural stock good. Fodder dear in Marwar and failing in Dholepore. Prices rising in Alwar, steady elsewhere.

Nepal.-For week ending 7th November .- No rain. Weather clear and cold. Paddy harvesting completed.

J. W. P. MUIR-MACKENZIE, for Secretary to the Government of India.

### GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

### ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF SEPTEMBER, 1889.

No. 1.-As to Age and Sex.

		DEN	MERARA	•		TRIN	IDAI	٥.		Fiji.		N	Aur	UITIU	s.		NAT	AL.		Su	RINA	M.	Тот	AL.	
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of	The second	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of	Male,	Total.	Proportion of	women to men	Female.	Total.	Proportion of women to men	Male,	Female.	GRAND TOTAL
Under 2 years	2	3	5	1	18	20	38	100				9	17	26	100								29	40	6
From 2 to 10 years	16	17	33	ry 100	30	19	49					44	33	77	1475-189				.  -		***		90	69	15
,, 10 ,, 20 ,,	88	25	113	every	22	10	32	every	I			49	19	68	every						•••		159	54	21
,, 20 ,, 30 ,,	586	190	776	n to	206	111	317	n to	l			254	88	342	en to						100		1,046	389	1,43
,, 30 ,, 40 ,,	102	33	125	women	78	16	94	women to				67	29	96	women to	I			.  -		•••		247	78	32
,, 40 ,, 50 ,,	2		2	n 48.	3	***	3	44.33 W				9		3	88								14		1
Above 50 ,,			l	.31.				44	J		l				35										
	796	268	1,064		357	176	533					432	186	618									1,585	630	2,21

### No. 2 .- As to places whence Emigrants came to Calcutta for Embarkation.

Orissa 2	2	3	3	6						1	1			•••	 	 ***	5	4	9
Western Bengal 3 4	7	7	3	10	•••				11	2	13	•••			 		21	9	30
Central ,, 4 2	6	6	5	11	•••		•••		7	1	8			•••	 	 	17	8	25
Eastern ,,											•••				 	 ***			***
Behar 136 69	205	113	42	155	•••				218	101	319				 	 	467	212	679
North-Western Provinces 409 133	542	152	97	249				***	154	65	219	•••			 	 •••	715	295	1,010
Oudh 229 49	278	67	23	90			•••		39	15	54				 	 	335	87	422
Central India 2 5	7	1		1	41		•••								 	 	3	5	8
Punjab 3 2	5	2		2	•••							7.			 	 	5	2	7
Nepal and Native States. 6	7						•••		3	1	4			•••	 	 	9	2	11
Mixed, Bombay & Madras 2 3	5	6	3	9	•••									•••	 	 	. 8	6	14
GRAND TOTAL . 796 268 1	,064	357	176	533				***	432	186	618				 	 	1,585	630	2,215

### No. 3 .- As to Caste and Religion.

Brahmins and high caste	s.	150	48	198	 43	25	68		 •••		59	17	76	•••	 •••		 	 252 90	342
Agriculturists .	200	201102	65	299	 116	36	152				156	30	186		 	•••	 	 506 131	631
Artisans	98		21	95	 30	9	39		 	•••	29	15	44		 ,		 	 133 45	178
Low castes		227	Sı	308	 121	72	193	•••	 ***		146	108	254	***	 ***	•••	 	 494 261	755
Musulmans		10	53	163	 47	34	81		 		42	16	58	•••	 	***	 	 199 103	302
Christians		1		1	 				 	•••					 •••	•••	 	 1	
GRAND TOTAL		796	268	1,064	 357	176	533		 		432	186	618		 		 	 1,585 630	2,21

MEMORANDUM.	Male.	Female.	TOTAL.
1. Hindus .	. 1,385	527	1,912
2. Musulmans .	. 199	103	302
3. Christians .	. ,		1
TOTAL	. 1,585	630	2,215

J. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

### GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

No. XXIX of 1889-90.

### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used, as far as possible.

	5307-2	WEE	K ENDING	20TH 88.		K ENDING TOBER 1889		RECEIPTS F	ROM	RECEIPTS I	ROM		
		mean pen.	RECEIPT	rs.	an .	RECEIPT	rs.	OCTOBER,		OCTOBER,		T 1	
Latest Return received.	RAILWAYS.	Total mea length open.	Total.	Per mile open.	Total mean length open.	Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.	Total Increase in 1889-90.	Total Decrease in 1889-90
26th Oct., 1889	State Lines worked by Companies East Indian	1,514	R 6,58,641	R 435	1,526	(a) 8,76,607	₽ 574	R 2,29,60,689 2,77,222	R 523 167	R (a)2,32,94,252 2,56,327	R 527 155	R 3,33,563 	20,895
26th ditto 26th Oct., 1889	Patna-Gya Dildárnagar-Gházipur Sindia Rajputana-Malwa	57 12 75 1,664	7,517 609 6,046 3,92,964	132 51 81 236	 1,672	9,151 (b) (c) 3,23,000	161	38,147 1,96,578 98,35,876	110 90 204	(b) (c) 1,04,04,600		5,68,724	38,147 1,96,578
6th ditto . 6th ditto . 6th ditto .	Bengal-Nagpur (d). Southern Mahratta(f) Ditto Mysore Section	183 854 140	18,207 77,056 21,303	99 90 152	305 978 296	(e)29,074 58,421 24,896	95 60 84	8,02,170 21,44,801 3,30,278 3,74,798	87. 81 95	(e)9,59,880 22,37,765 4,92,042 (g)15,28,526	89 69 79	1,57,710 92,964 1,61,764 11,53,728	=
oth ditto	Indian Midland Villupuram-Dharma- varam, Nellore Branch Bareilly-Pilibhit	136 83 36	8,465 5,741 1,779	62 69 49	746 83	(g)62,465 3,945 2,503	84 47 70	1,40,154 42,428	58 42	1,39,690 53,886	58 53	11,458	464 **
gen dicco	TOTAL .	4,754	11,98,328	252	5,699	13,90,032	244	3,71,43,141	269	3,93,66,968	250	22,23,827	
26th Oct., 1889 26th ditto 26th ditto 26th ditto 26th ditto 26th ditto 26th ditto	State Lines worked by Government. North-Western (h) Oudh and Rohilkhand Bengal Central Wardha Coal Eastern Bengal . Nalháti Tirhoot	2,469 692 125 45 673 27 273	5,02,436 1,19,317 13,770 11,860 2,63,276 2,083 27,262	203 172 110 264 391 77 100	2,478 692 125 45 747 27 273	6,44,929 1,28,836 11,530 18,101 2,48,690 1,669 31,389	260 186 92 402 333 62 115	1,36,85,007 36,89,276 4,00,810 4,05,963 56,02,203 55,848 8,83,659	191 184 111 311 287 71 121	1,50,23,833 41,16,979 4,21,525 4,24,180 57,64,912 53,093 10,12,309	210 205 116 327 279 68 132	13,38,826 4,27,703 20,715 18,217 1,62,709 	   2,755
26th ditto . 26th ditto . 26th ditto . 19th ditto .	Lucknow-Sitapur-Sih- ramau . Jorhát . Cherra-Companyganj. Burma (i)	105 25 7 392	4,382 1,243 311 52,230	42 50 44 133	105 25 7 553	5,038 955 176 89,250	48 38 25 161	1,37,881 34,721 3,726 15,80,111	45 48 18 147	1,74,516 35,342 4,743 24,19,114	57 49 23 157	36,635 621 1,017 8,39,003	
West of the	TOTAL .	4,833	9,98,170	207	5,077	11,80,563	233	2,64,79,205	190	2,94,50,546	202	29,71,341	
26th Oct., 1889 26th ditto . 26th ditto . 26th ditto .	Lines worked by Guaranteed Companies Madras South Indian Great Indian Peninsula Bombay, Baroda and Central India (!)	840 654 1,504 461	1,62,420 1,01,395 (j) 6,27,131 2,21,620	193 155 417 481	840 654 1,440 461	1,47,296 1,08,503 (k)5,25,908 2,03,000	175 166 365 440	47,00,061 31,21,884 (j)2,25,17,571 67,06,345	193 165 518	51,61,450 32,62,410 (k)1,72,20,076 68,97,163	213 173 414 518	4,61,389 1,40,526  1,90,818	52,97,50
None Service Con-	TOTAL .	3,459	11,12,566	322	3,395	9,84,707	290	3,70,45,861	369	3,25,41,093	332		45,04,76
GRAND TOTA	AL (GUARANTEED AND	13,046	33,09,064	254	14,171	35,55,302	2,51	10,06,68,207	,267	10,13,58,607	253	6,90,400	,
GROSS ESTI	MATED EXPENSES .					*		5,26,08,048	139	5,29,94,020	132	3,85,972	
	NET RECEIPTS .							4,80,60,159	128	4,83,64,587	121	3,04,428	-
26th Oct., 1889 19th ditto	Assisted Companies Tárakeshwar Dibru-Sadiya Bengal and North-	22 78	5,642 7,889	256 101	22 78	• 4,431 9,293	201 119	1,54,151 2,50,568	242 111	1,56,906 2,71,121	247 120	2,755 20,553	
26th ditto .	Western Rohilkhand-Kumaun .	376 67	30,078 9,789	80 146	376 67	27,860 8,048	74 120	12,84,412 2,02,114	119	13,29,091 2,15,596	122	44,679 13,482	
	TOTAL .	543	53,398	98	543	49,632	91	18,91,245	120	19,72,714	126	81,469	
26th Oct., 1889	Native States. His Highness the Nizam's Guaranteed His Highness the	310	33,184	107	354	42,327	120	9,01,346	107	12,40,553	121	3,39,207	
ofth ditto .	Gaekwar's His Highness the Gaekwar's Viramgam		2,437	41	59	700	26	25,351	42		38	4,304	
26th ditto .	Mehsána-Vadnagar Bhávanagar-Gondal- Junágarh-Porbandar Morvi	209 68	15,731 2,362		329 68 124	21,844	66 36	5,54,448 97,984	97 50 54	7,19,433 1,08,673	93 55 53	1,64,985	7,26
26th ditto .	Jodhpore	124	6,877	77	961	<b>X</b>	1	18,46,760	84		91	5,13,311	1

Includes the Dildárnagar-Gházipur State Railway.
Included with East Indian Railway.
Included with Indian Midland Railway.
Includes the Katni-Umaria Branch.
Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
Includes the Bellary-Kistna State Railway.
Includes the Sindia and Bhopal-Itársi State Railways.

(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patri Branch.

M. C. BRACKENBURY, Major, R.E., Under-Secretary.

CALCUTTA, The 14th November, 1889.

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SUPPLEMENT

### Gazette of Andia.

No. 47.} CALCUTTA, SATURDAY, NOVEMBER 23, 1889.

### OFFICIAL PAPERS.

A Supplement to the Gazette of India may deem to be of interest to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in Non-Subscribers to the Gazette may receive the Supplement separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the Gazette can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post. No Official Orders or Notincations, the Publication of which in the Gazette of India is required by Law, or which thas been customary to publish in the Calcutta Gazette, will be included in the Supplement. For such Orders and Notifications the body of the Gazette must be looked to.

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

### Weather Review of India for the week ending 8 a.m. on Monday, November 11th, 1889.

The fine settled weather which characterised last week has continued during the week under review. An abnormally small amount of rain has fallen, and the barometric conditions and winds have maintained a steadiness which is unusual even at this season of the year. Northerly and north-westerly winds have prevailed over the Madras Presidency, instead of the northerly to north-easterly winds, which are ordinarily characteristic of this season in this region. The difference in the place of origin of these two currents accounts for the difference in the weather of the present season from that ordinarily experienced.

On the 5th a high pressure area extended in a south-easterly direction from the Indus Valley as far as Berar, while the area of lowest pressure overlay the Andaman sea and the south-east of the Bay. The weather over the greater part of India was under the influence of the anticyclonic area, and was very fine with north-westerly and westerly winds down the Gangetic plain, north-easterly winds over the Central Provinces, and easterly winds over the west coast of the Peninsula. Over and around the Bay, on the contrary, the weather was feebly cyclonic, so that easterly winds prevailed in Burma and northerly to north north-westerly winds on the west side of the Bay with a somewhat cloudy sky and unsettled conditions. On the 6th there was no practical change, except that both the high pressure and low pressure areas had contracted, and the barometric difference over the Indian region became very slight. The winds and weather were the same as on the preceding day, only the cloud was rather less over the Bay area. On the 7th the chart showed that the barometer was falling briskly in the north-west and the high pressure area had moved southward. At the same time a small and shallow depression had appeared over Burma, and the barometric differences were

a trifle greater than on the 6th. The wind showed a cyclonic circulation in Burma, but otherwise there was no change in the main wind currents. The chart of the 8th showed that the Burma depression had passed southward and that the centre lay over the Gulf of Martaban. The cyclonic circulation in this region had consequently undergone a slight change, but the wind directions elsewhere were practically unaltered. On the 9th a brisk barometric rise had occurred over North-Western India, and the high pressure area had spread north-westward to the Punjab and the Indus Valley. Barometric differences were slightly greater, but otherwise the general distribution of pressure and directions of the wind were the same as those prevailing on the 5th. On the 10th owing to the continued barometric rise in the north-west and the more or less general fall elsewhere, barometric differences became moderately large for the season, and strongish winds were reported over Northern India. The relative distribution of pressure was not, however, altered, and a general anticyclonic circulation of the wind prevailed over the greater part of India. On the 11th pressure was giving way in the Indus Valley, and the high pressure area again showed a tendency to centre over the Central Provinces and Central India. In other respects there was no change.

Temperature.—The past week, like its predecessors for some time, has been cool in almost all parts of India. In the Punjab, Bombay, the Central Provinces, Guzerat, Sind and Rajputana, the mean temperature for every day was below the normal average. In the other Provinces, viz., Burma, Bengal, the North-Western Provinces and Madras, greater irregularities are shown, but with the exceptions of Burma where there is no departure from the average, and Bengal where there is an excess of about half a degree, the net results at the close of the week for these Provinces also exhibit a defect.

The following Table shows the amount of excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:—

	PR	OVIN	CES.		9		4 (ye)	Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
Burma							Turk de	0	0
Bengal	•	•	•	20.0	•			-0.7	0
North-Western Prov					•			-0.5	+0.6
Punjab	inces	•						+ 0.8	-1'2
Bombay .	*							+1.3	-2'1
Central Provinces	•				•			-2.5 -2.6	-2.1
Guzerat and Central	India				•			-2.6	-3.8
Sind and Rajputana	Hidia	500				19191	657.3 <b>1</b>	-1.2	-2:5
Madras .		100	4.	£201	32.			-0.7	-3.5
								+0.2	-0.7

The night temperatures over the central parts of the country and the Peninsula have been remarkably low.

Rain.—There is very little to record in the matter of rainfall. The great majority of the rainfall districts have received no rain whatever during the past week. The only districts reporting any excess are Tenasserim and Central Burma, and the only districts reporting any rainfall at all are Tenasserim, Lower, Central and Upper Burma, Assam (Surma), Deltaic Bengal, Malabar, the East Coast Central and South, and Madras South. The slight fall reported from Hyderabad South is very doubtful. It is only in the south of the Peninsula that any considerable amount of rain is usually expected during the week under review, and it is probably only in this region that the want of rain is of serious importance. Within this region the most important deficiencies of the north-east monsoon rainfall from 15th October to date are 14 inches at Negapatam, 11 inches at Madras, 8 inches at Wellington, 7 inches at Madura, and about 6 inches at Salem.

THE STATE OF THE S	collines powers with	RAINE/ ENDING	LL DATA F	OR WEEK MBER 1889.	RAINFALL 15TH TO I	DATA FROITH NOVE	M OCTOBER MBER 1889.
PROVINCE.	Division.	Average actual rainfall o Division.	normal frainfall of	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 15th to 11th Nov- ember.	Excess or defect of (seasonal) rainfall expressed as a percentage,
handings of		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
	Tenasserim Lower Burma	1.45	0:57	+0.88	16'20	4'40	+268
BURMA	Central do.	0.37	1.13	-0.80	5'92	4'25	+ 30
Westername and the	Upper do.	0,01	0'59	+0.35	5'25	3'04	+ 73
	Arakan	0.31	1.21	-1.21	2'98	?	Block Committee of the
	Factors B		3	- 3-	5'41	431	+ 26
	Eastern Bengal	. 0	0.32	- 0.35	4.26	3.19	+ 35
NO SECTION OF SECTION	Do. (Brahmaputra)	10,0	0'49	-0.48	2'47	3'39	- 27
	Deltaic Bengal	0.03	0.12	-0.12 -0.12	0.03	1.89	<b>—</b> 50
BENGAL AND ASSAM	Central do.	0	0'16	-0.10	4'72 0'80	2.48	+ 62 - 66
	North do.	0	0.03	-0'03	036	2.34	- 8 <sub>5</sub>
	Chutia Nagpur	0	0.23	-0.23	5'45	4'53	+ 20
	Behar (South)	0	0 10	-0.10	0.77	1.22	- 51
THE LEW CONTROL SHOT	Do. (North)	0	0'04	-0.04	0.30	1.40	- 74 -100
and the second second	North-Western Provinces		0117777			1.25	-100
SOUTH THE PROPERTY OF THE PARTY	North-Western Provinces (East)				•		
	Oudh (South) .	0	0.02	-0.02	0.75	0'79	- 5
NORTH-WESTERN	Do. (North)	0	0	0	0'05	0.33	- 85 - 100
PROVINCES AND	North-Western Provinces	2016				0.11	-100
OUDH.	(Central) North-Western Provinces	0	0	0	0.01	0'35	- 97
The control of the state of	(West)	0	0:01	-0'01		1111	190
Company of the second	North-Western Provinces		0,01	-001	0	0.03	-100
	(Submontane)	0	0.03	-0.03	0 03	0'26	- 88
* * * /	Punjab (South)	0	0	0	0	0.08	-100
	Do. (Central)	0	0	0	0	0 16	-100
PUNJAB .	Do. (Hill Districts)	0	0	. 0	0	10.0	-100
	Do. (North-west)	0	0'07	-0.01	0	0,31	-100
1	Do. (West)	0	0	0	0.01	0.03	-100 -100
# 7	Malabar	0.03	1.88	-0'95	0.11	7.95	+ 15
	Madras (South Central) .	0	2.51	-221	3.60	7.61	<del>- 53</del>
BOMBAY AND MALA-	Coorg	0	1.24	-1.57	10.00	7.04	+ 56
BAR COAST DIS-	Konkan	0	0'47	-047	2'10	3.66	<del>-</del> 43
TRICTS (MADRAS.)	Bombay Deccan .	0	0'24	-0'32	4.84	1.74	+ 175
	Hyderabad (North)		32	32	4 90	2.40	1.00
	Khandeish	0	0'24	-0'24	1.50	2*24	- 44
CENTRAL PROVIN-	Berar	σ	0.11	-0'11	3'14	1.60	+ 86
CES AND BERAR.	Central Provinces (West).  Do. (Central)	ó	0.00	-0.00	2.95	0.83	+255
(	Do. (East)	0	0.00	-0'06 -0'15	1:72	0.07	+157
	1. The second se		0.13	-015	1,32	0.95	+ 42
Bounce (Nones)	Guzerat	0	0.03	-0.03	0'02	0.38	- 95
BOMBAY (NORTH)	Kattiawar	0	0'04	-0'04	0	0'17	-100
	arranted with the list see.	. 0	0.01	-0,01	0	0.03	-100
RAJPUTANA AND	Central India (East) Rajputana (East), Central	0	0,01	-0'01	0'13	0'44	- 70
CENTRAL INDIA.	India (West)	0	10.0	-0.01	0	0.22	
C	Rajputana (West)	0	0.01	-0,01	0	0.00	-100 -100
The A	East Coast (North)	0	0'72	-0.72	6.54	5'87	+ 11
The state of the s	Do. (North) (a)	0	. 1	3	6.25	2	?
MADRAS .	Hyderabad (South)	0.01	0.55	-0.51	1.00	172	+ 15
	East Coast (Central)	0.01	0.23	-0.23 -0.23	3.48	3°23 8°34	+ 17
	Do. (South)	0.03	2.48	-2'45	2.62	8.60	- 9 - 70
The second second	Madras (South)	0.85	2'40	-I.22	2.10	8.29	- 74
-					1	4	

CALCUTTA, 14th November, 1889.

W. L. DALLAS,

Assistant Meteorological Reporter to the

Government of India.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

### RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1889.

				-					QUANTITI	TITIES		PER RUPEE IN SERS OF 80 TOLAS.	IN SER	S OF 8	o TOL	18.											
DISTRICTS	Wнват.	AT.	BARLEY.		RICE, BEST SORT.	BEST L.	RICE, COMMON.	c, on.	JOWAR OR CHOLUM (Sorgkum Tulgare).		BAJRA OR CUMBU. (Pennisetum typhoideum).		MARUA OR RAGI (Eleu- sine coro- cana).		KANGNI OR KAKUN, ITALIAN MILLET (Setaria	KUN, AN AN Fria a).	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Gree arielinum).	M. M.	MAIZE (Zea Mays).	ARHAR, OR THUR, CADJAN PEA (Cajanus indicus,)	R, OR JR, AN A AN A THUS THUS	FIRE	FIREWOOD.	**************************************	SALT.	
	Present fortnight.	Past fortnight.	Present fortnight,	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight,	Present fortnight,	Past fortnight,	Present fortnight,	Past fortnight,	Present fortnight.	Past fortnight,	Present fortnight,	Past fortnight.	Present fortnight.	Past fortnight.		Present fortnight,	Past fortnight.
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DISTRICTS.	WHEAT.	1	KLEY.		U)	RICE, COMMON.	3	JOWAR OR CHOLUM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhoideum)		MARUA OR RAGI (Eleu- sine coro- cana),		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Gicer arietinum).	M, INA, LA, LAY NAGA er	MAIZE (Zea Mays).		AKHAR, OF THÚR, CADJAN PEA (Cajanus indicus).	0 1 2 ·	FIREWOOD.	100	SALT.
	Present fortnight.	Past fortnight	fortnight. Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight. Past	fortnight.	fortnight.	fortnight. Present fortnight.	Past* fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight,	Present ortnight.	Past ortnight.	Present ortnight.	Present	Past	Present Present	Past
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### GOVERNMENT OF INDIA.

# DEPARTMENT OF FINANCE AND COMMERCE,

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first seven months of the official year 1889-90, and of the eighteen preceding years.

(IN THOUSANDS OF RUPERS.)

H. C. W.		BE	BENGAL.			Bon	BOMBAY.			Sir	SINDH.			MA	MADRAS.			Bui	BURMA.	-		Tora	Total Beitign Innia	Isnes	1	
THE RESERVE OF THE PARTY OF THE	On Imports of Liquors.	On other Imports,	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports,	On Exports.	Total Revenue.	On Imports of Liquors,	On other Imports,		Total Revenue.	On Imports of Liquors.	On other Imports:	Total Import Revenue.	Export Revenue.	Total Revenue.	YEAR.
-	5,80	41,51	89,11	58,99	4,21	23,72	2,19	30,12	73	112	97	2,41	2,01	7,31	8,29	13,61	.8	2,30 10	10.72	14.01	, 19 E	,	- 6			
	2,16	42,07	12,77	62,00	3,19	23,87	1,80	28,86	65	65	1,29	2,59	2,26	(1)	6,55	15,67	1,82				Sec. 34		62,60		,23,14	1871-72
121	5,84	40,14	9,35	55,33	3,46	23,11	1,78	28,35	71	46	98	1,83	2,07	7,87	8,06	18,00	1,95			-			88.30		933910	1072-73
	89'9	45,52	6,83	59,03	3,88	26,13	1,94	31,95	98	38	20	1,80	2,01	7,95	7,83	17,79		-		-				27.60	023370	1873-74
	6,92	43,56	8,11	58,59	3,90	22,60	3,45	29,95	73	54	92	2,19	2,37	8,33	2,68	18,38	2,18	2,78 18	18,51	23,47 16			400		32 58	184575
	70.501973	37,99	7,41	52,63	-	22,10	28	27,25	8	24	13	1,45	3,20	7,42	5,02	15,64	2,59	3,04 13				- 120			15.60	1876-77
	8,46	47,56	8,64	64,66	4.89	25,79	52	31,20	1,19	49	22	1,90	3,07	4,63	1,14	8,84	2,81	3,33 9	9,65	15,79 20		-		-	.22.30	1877-78
	20000	38,84	7,75	24.04	4,78	23,32	1,25	29,35	1,03	32		1,46	3,29	5,48	2,50	11,27	4,02	3,95 14	4,44	22,41 20	20,57 7	6 16,17			18,53	1878-70
	-	35,70	5,23	47,61	-	89,61	1,02	25,89	1,79	45	=	2,35	3,11	5,34	3,70	12,15	3,96	3,60 17	7,39 2	24,95 20	20,73 6,	8 24,77 8	85,50	27,45 1.	.12,05	1870-80
	-	34,66	6,51	48,69	-	28,25	1,03	34,17	2,60	64	13	3,37	2,82	6,14	5,21	14,17	2,68	4,53 19	19,36	26,57 20	20,51				26.97	1880-81
	-	32,09	8,80	48,99	-	25,50	82	32,24	2,24	7.1	17	3,12	2,78	5,69	3,38	11,85	3,93	4,42 22	22,92	31,27 22	22,34 6	6 10,69			27,47	1881-82
	2,02	(1	8,84	16,88	-	-1,05*	78	5,56	2,03	4	31	2,38	3,18	-	2,41	5,60	4,67	5 28	28,37 3	33,09 23,	23,73	-93*	22,80	arb.	63,51	1882-83
	7,83	01	10,20	18,13	80'9	21	69	86,9	2,05	79	27	2,34	2,88	7	3,10	6,05	4,56	10 20	20,30 2	24,96 23,	23,40	50 2	23,90		58.46	1881-84
	06'9	20	5,78	12,88	5,69	22	95	98'9	3,21	to.	28	2,52	2,70	-	3,47	81,6	4,43	6 15	12,08	19,57 21,	21,93	din.		e.	48.01	1884-85
	7,46	41	7,17	14.77	69'9	27	53	. 7.49	2,48	6	39	2,90	2,77	2	2,17	4.99	3,66	4 23	23,83 2	27,53 23,	23,06	4		-	22.68	98-881
	7,22	25	2,96	13,43	69'9	33	64	7,65	2,65	7	53	3,25	3,45	10	3,25	6,80	5,05	10 19,	2,68	24,83 25,	25,06	at the			24.06	1886-81
,	08'9	56	7,78	14,87	8,22	92	06	9,38	2,85	4	44	3,33	5,60	4	2,80	8,44	5,25	1 21	21,05 2	26,31 28,72	72	2 79			65.33	88-88
	8,37	3,53	9,10	21,00	8,14	2,46	88	11,28	3,11	62	22	3,95	5,88	54 3	3,08	9,50	2,01	63 13,	13,70 19						65.07	888-80
	8,05	5,39	89'9	20,12	8,93	1,50	90'1	11,49	3,16	47	29	3,92	5,95	35 4	411	10,41	4,71	1,67 22,	22,75 29	29,13 30,80						1880-00

# The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,

STATISTICAL BRANCH; Calcutta, 19th November, 1889.

E. J. SINKINSON,
Secretary to the Government of India.

### GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

""位于一个人。 华华西美国港市

No. XXX of 1889-90.

### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used, as far as possible.

		1 WE	OCTOBER 1	3 27TH 888.	WE	EK ENDING	26TH	RECEIPTS	FROM	RECEIPTS	FROM	1 8	1.
		mean pen.	RECEI	PTS.	ean J.	RECEIF	TS.	OCTOBER,		OCTOBER	1889.		H SERVICE
Latest Return received.	RAILWAYS.	Total mea		Per mile open.	Total mean length open.	Total.	Per mile open.		Per mile open per week.	Total.	Per mile open per week.	Total Increase in 1889-90	
2nd Nov., 188	State Lines worked by Companies East Indian Patna-Gya	1,514		R 595	1,526	(a) 8, 10, 151	R 531	2,38,61,951 2,86,700	R 525 167	R (a)2,40,85,644 2,67,363	R 526 156	R 2,23,693	19,337
2nd Nov., 1886 2nd ditto 2nd ditto 2nd ditto	Dildárnagar-Gházipur Sindia	75 1,664 183 854	590 7,161 3,75,341 19,712	49 95 226 108 98	1,672 305 978	8,494 (b) (c) 3,12,000 (e)23,908 48,359	149  187 78 49	38,737 2,03,739 1,02,11,217 8,21,912 22,31,251 3,42,327	108 91 205 147 87 82	(b) (c) 1,07,15,063 (e)9,81,732 22,92,328 5,11,687	 215 109 88 69	5,03,846 1,59,820 61,077 1,69,360	38,737 2,03,739
2nd ditto 2nd ditto 26th Oct., 1889	tion	140 136 83	11,867 4,246	100 87 51	296 746 83 36	18,523 (g)57,266 3,673 1,860	63 77 44 52	3,86,663 1,44,400 45,009	95 58 43	(g) 15,85,680 1,42,099 55,622	79 57 53	10,613	2,301
	TOTAL .	4,754	14,30,355	301	5,699	12,84,234	225	3,85,73,908	270	4,06,37,218	249*	20,63,310	
2nd Nov., 1889 26th Oct., 1889 26th ditto 26th ditto 2nd Nov., 1889 2nd ditto	Oudh and Rohilkhand Bengal Central . Wardha Coal . Eastern Bengal . Nalhati . Tirhoot .	2,469 692 125 45 673 27 273	6,24,861 1,31,268 15,361 17,984 2,92,536 1,818 30,755	253 190 123 400 435 67 113	2,478 692 125 45 747 27 273	5,64,262 1,24,473 10,030 13,954 2,50,920 1,715 36,340	228 180 80 310 336 63 133	1,43,09,868 38,20,543 4,16,174 4,23,947 58,94,739 57,600 9,14,414	193 184 111 314 292 73 121	1,55,88,095 42,36,232 4,31,555 4,39,145 66,15,832 54,858 19,55,201	211 204 115 327 280 69 133	12,78,227 4,15,689 15,384 15,198 1,21,093	   2,808
2nd Nov., 1889 2nd ditto 2nd ditto	Lucknow-Sitapur-Sih- ramau Jorhat Cherra-Companyganj, Burma (i)	105 25 7 392	6,116 1,039 313 62,228	58 42 45 159	105 25 7 553	4,260 1,138 290 93,909	41 46 41 168	1,43,997 35,760 4,039 16,42,339	46 48 19 147	1,78,655 36,485 5,033 25,70,760	57 49 24 161	34,658 720 994 9,28,421	
	TOTAL .	4,833	11,84,279	245	5,077	11,00,291	217	2,76,63,483	192	3,06,11,846	203	29,48,363	-
2nd Nov., 1889 2nd ditte 6th Oct., 1889 6th ditto	Lines worked by Guaranteed Companies Madras South Indian Great Indian Peninsula Bombay, Baroda and Central India (l)	840 654 1,504 461	2,07,002 1,01,887 (j) 6,60,272 2,30,570	246 156 439 500	840 654 1,440 461	1,77,311 85,846 (k)4,39,889	211 131 306 380	49,07,063 32,23,771 ( <i>j</i> )2,31,77,843 69,36,915	195 164 514 502	53,27,984 33,49,667 (k)1,76,66,197	212 172 423	4,20,921 1,25,896 	55,11,646
	TOTAL .	3,459	11,99,731	347	3,395	8,78,046	259	3,82,45,592	369	3,34,18,661	330	1,37,898	.0 -5
GRAND TOTA	L (GUARANTEED AND	13,846	38,14,365	292	14,171	32,62,571	230	10,44,82,983		10,46,67,725	252	1,84,742	48,26,931
GROSS ESTIM	ATED EXPENSES .	į						5,45,19,632	139	5,46,81,670	132	1,62,038	
	NET RECEIPTS	11.0	,	-				4,99,63,351	128	4,99,86,055	120	22,704	
2nd Nov., 1889 9th Oct., 1889 2nd Nov., 1889	Assisted Companies Tárakeshwar Dibru-Sadiya Bengal and North-		5,386	245 	22	3,647 (m)	166	1,59,537 (n)2,50,568	242 111	1,58,026	241 120	20,553	1,511
6th Oct., 1889	Western	376 67	32,257 7,999	86	376 67	32,170 8,708	86	13,16,669	117	13,61,261	121 116	44,592 14,588	
	TOTAL .	465	.45,642	98	465	44,525	96	19,36,887	119	20,15,109	124	78,222	Section 1
2nd Nov., 1889	Native States.  His Highness the Nizam's Guaranteed His Highness the	310	35,779	.115	354	44,459	126	9,37,125	108	12,85,012	122	3,47,887	
	Gaekwar's His Highness the	59	2,566	44	59,	1,460	25	74,706	42	75,032	43	326	
and ditto .	Gaekwar's Viramgam Mehsana-Vadnagar Bhavanagar-Gondal-	21	864	41	27	550	20	26,215	42	30,302	38	4,087	
6th Oct., 1889 and Nov., 1889	Junagarh-Porbandar Morvi Jodhpore	209 68 124	17,281 3,033 5,721	83 45 46	329 68 124	14,917 2,156 6,300	32 51	5,71,729 1,01,017 2,01,212	97 50 54	7,34,693 1,10,699 1,94,148	91 54 52	1,62,964 9,682	7,064
THE RESERVE OF THE PARTY OF THE	TOTAL .	791	65,244	82	961	69,842	-	19,12,004	84		-	THE PARTY NAMED IN	

(a) Includes the Dildarnagar-Ghazipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Kathi-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itarsi State Railways.
(h) Includes the Amritsar-Pathankot and Rajpura-Bhatinda State Railways.

(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Diond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patri Branch.
(m) Return not received.
(n) Total receipts from 1st April to 20th October, 1888.
(o) Total receipts from 1st April to 19th October, 1889.

M. C. BRACKENBURY, Major, R.E., Under-Secretary.

CALCUTTA, The 21st November, 1889.

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

### Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—(No report received.)

Bombay.—For week ending 20th November.—Prospects of cotton and other crops good, except in parts where damaged by locusts or disease. Harvesting and sowing operations in full progress. Fodder and water-supply generally sufficient and agricultural stock healthy.

Bengal.—For week ending 19th November.—Rainfall during the week has been general and rather heavy in Bengal and Orissa, while showers have fallen in Behar and Chota Nagpore. Weather is still unsettled and further rain is likely to fall. The heavy rain has done some harm to the rice harvest and also to some of the young rabi crops. In Behar, however, the rain has benefited the rabi sowings, which are nearly complete. Poppy cultivation is progressing satisfactorily except in Monghyr and the Hajipore Sub-Division of Mozufferpore, where the sowings are backward for want of rain. Tobacco is being transplanted and doing well, and the transplanting of ganja in the Rajshahye district is finished. Sugarcane has benefited by the week's rainfall, and is doing well. Betul-nut in Tipperah and Noakholly is estimated to be a 14-anna crop. Prices of rice are falling steadily in the Behar districts generally, while in almost all other districts of the province no marked fluctuations are reported.

North-Western Provinces and Oudh.—For week ending 20th November.—The weather has been more or less cloudy over the eastern districts, with light rain here and there. Agricultural prospects generally continue fair. A flight of locusts passed over portions of the Agra and Banda districts, but did very little injury to the crops; they also appeared in three parganas of the Jhansi district, the extent of the injury done is not yet known. Markets are amply supplied. Prices easy.

Punjab.—For week ending 20th November.—No rain. Prices unsettled in Delhi and Multan, rising in Ambala and Rawalpindi, stationary elsewhere. Harvesting of kharif crops nearly over. Sowings of rabi going on slowly for want of rain, which is much needed throughout the Province. Outturn expected to be an average one. Fodder sufficient in all districts.

Central Provinces.—For week ending 20th November.—Weather cool and somewhat cloudy at end of week, with slight rain in Bilaspore. Kharif crops being harvested, outturn good. Rabi sowings still continue, and crops where sown are in good condition. Cotton being picked, outturn is good. Prices steady.

Burma.—(No report received.)

Assam.—For week ending 20th November.—Weather damp; slight rain in all districts. Reaping of early rice commenced. Sowing of mustard continues. Prospects of tea and other crops good.

Mysore and Coorg.—(No report received.)

Berar and Hyderabad.—For week ending 20th November.—Weather clear and cold in Berar. Jowari nearly ripe. Cotton second picking continues. Rabi sowing completed. Pasturage sufficient except in Chikli. Prices stationary.

No rain during week at Hyderabad. Sowing of rabi crops continues. Abi crops thriving. Prices: wheat  $11\frac{3}{4}$ , coarse rice  $9\frac{3}{4}$ , white juar  $18\frac{1}{2}$ , yellow juar

21, and tur 16 seers per current sicca rupee.

Central India.—For week ending 20th November.—The following changes reported since last report: Prices of food grains low in West Malwa, and falling in Dhar, Barwani and Neemuch and in Goona Agency.

Rajputana.—For week ending 20th November.—Agricultural operations satisfactory. Standing crops damaged by locusts in Bundi, Kerowli and Dholepore. Agricultural stock good except in Bundi. Pasturage or fodder sufficient except in Marwar and Dholepore. Prices rising in Kerowli and steady elsewhere.

Nepal.--For week ending 14th November.-No rain. Weather fine.

E. C. BUCK, Secretary to the Government of India.

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### SUPPLEMENT TO

### The Gazette of Andia.

No. 48. 3 CALCUTTA, SATURDAY, NOVEMBER 30, 1889.

### OFFICIAL PAPERS.

A Supplement to the Gazette of India will be published from time to time, containing such Official Papers and information as the Government or India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in

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### GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

### Weather Review of India for the week ending at 8 a.m. on Monday, November 18th, 1889.

During the week under review there has occurred a marked change in the weather over the eastern half of India. This change has been caused by a somewhat considerable depression which has moved erratically about the Bay and by two or three small subsidiary disturbances which were apparently formed over the head of the Bay and passed into Bengal, giving much heavy rain to that Province and the east of the North-Western Provinces. The effects of these disturbances, both major and minor, were confined more or less to the Bay area, though rain also fell in Travancore and the east of the North-Western Provinces. The weather in other parts of India remained fine and dry.

The chart of the 12th showed a large area of high pressure overlying North-Western and Central India, the Central Provinces and the Deccan, and a large low pressure area over the Andaman sea and the south-east of the Bay. The wind directions were normal except over the western side of the Bay, where the abnormal westing, which has been recently noticed, continued. The weather was very fine except in Burma where there was some cloud. On the 13th the barometer was rising in North-Western India and in Burma, and was falling elsewhere. The low pressure area which had formerly existed over the south-east of the Bay had apparently commenced a westerly advance—hence the fall in the Peninsula and the rise in Burma. A strong easterly wind blew at Diamond Island, but elsewhere there was little change. There had occurred an increase of dampness and of cloud round the Bay, but the weather generally remained very fine. The

chart of the 14th showed very distinctly the existence of a low pressure area over the centre of the Bay, while the winds in Bengal and Orissa pointed to the presence of small subsidiary depressions over those Provinces. The strong easterly wind at Diamond Island continued and cyclonic breezes were reported all round the Bay. Elsewhere the wind directions were generally unaltered and the weather fine. By the morning of the 15th the low pressure area over the Bay had developed into a well-marked disturbance the centre of which lay apparently at some distance to the east of Negapatam. The wind was cyclonic and the weather unsettled over the south of the Bay. In addition to this main depression, small local storms were shown in the north of the Bay or over Bengal, and the weather was equally unsettled in this region also. Elsewhere the sky was clear or nearly so. On the 16th conditions over the Bay were unchanged and the weather was very unsettled in the south and east of the Peninsula, as well as over Orissa, Bengal, Behar and Assam. The chart of the 17th showed that the storm had intensified and the weather over the south of the Peninsula and Ceylon was very unsettled with strong cyclonic winds and a very rough sea. In Bengal and over the head of the Bay, on the contrary, the weather had improved and pressure became more steady. The chart of the 18th showed that the storm had begun to move northward and that the centre lay to the eastward and a little to the north of Madras. The storm was still intensifying and was now a considerable disturbance. The weather consequently remained very unsettled all over the south of the Peninsula, while the northward movement of the disturbance had renewed the unsettled conditions over Bengal. Throughout the whole period the weather in North-Western and Central India, the Central Provinces, the Konkan and the Deccan has called for no remark, the skies having been steadily clear with a high barometer and light winds.

Temperature.—The changes in temperature during the week have been very interesting. At first there was a large depression of temperature, but the amount gradually decreased till on the 15th it disappeared and was replaced by an excess which lasted till the 17th, when in its turn it gave way to a fresh but slight depression. These changes were probably due to the storm over the Bay. At first when the air was dry and radiation rapid, the amount of heat radiated during the night was not counterbalanced by the amount received during the day, and the mean temperature was low, but when a large amount of water vapour was carried into the upper atmosphere by the depression, the nightly radiation was checked, and the mean temperature rose.

The following table shows the variations of the mean temperature of the present and of the past weeks from the normal average:—

Provinces.		Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
Burma Bengal North-Western Provinces Punjab Bombay Central Provinces Guzerat and Central India Sind and Rajputana Madras		0 +0.6 -1.2 -2.1 -2.1 -3.8 -2.5 -3.5 -0.7	-0.8 +2.8 +2.3 -0.8 -2.2 -1.5 -2.3 -1.6 +1.3

This table shows a rise of temperature relatively to the average in all Provinces except Bombay and Madras.

Rain.—There is a large increase in the amount of rain reported this week as compared with that reported for some weeks past. The fall has, however been confined to the region affected by the storms over the Bay, the weather in all parts of the country outside that region having been as dry as during the preceding weeks.

The following is a brief description of the daily distribution:—On the 12th, slight showers were reported from Lower Burma and from Madura, and on the 13th there was no rain out of Lower Burma. On the 14th showers were received around the head of the Bay and at Sibsagar and Kindat, but none elsewhere. On the 15th a rapid extension of the rainfall area was shown, rain having continued to fall over Lower Bengal and Assam, as well as along the whole of the west coast of the Bay and over the south of the Peninsula. On the 16th the rainfall had both increased and extended, and on the 17th several heavy falls were reported from the south of the Peninsula though the amounts had decreased in Bengal. On the 18th general rain was falling in the south and east of the Peninsula and in Bengal, but the falls were generally light.

The table at the close of the summary shows that in twenty-one divisions no rainfall at all was received during the week, but that in the other divisions, where rainfall was recorded, the amount received was generally in excess of the average. This was more particularly the case in Bengal and Assam where the normal rainfall of the week was many times exceeded. The returns show a moderate deficiertcy in Burma and a large excess in Bengal and Assam. The east and submontane districts of the North-Western Provinces and Oudh, North, had a slight excess, but with these districts rain ceased and none fell over North-Western India. In the south-west coast districts rain was reported though in somewhat deficient amounts, but on the Konkan coast and inland over the Deccan and Khandeish there was no rain at all. In the central parts of the country, including the Central Provinces, Central India and Rajputana, there was no rain except in the extreme east of the Central Provinces, and Guzerat, Kattiawar and Sind were wholly without rain. In Madras the rainfall of the week was on the whole favourable, though there was rather a large deficiency in the east coast (central) district.

The list of maximum falls exhibit some rather large amounts for the time of year in Lower Bengal and Orissa. One station in Deltaic Bengal received 10, another  $8\frac{3}{4}$ , and a third 7 inches during the week, while in Central Bengal Pubna received 8 and two other stations  $6\frac{3}{4}$  inches during the week. In Orissa the maximum rainfalls were about 4 inches. On the west coast of the Peninsula the largest fall was 6 inches at Alleppy. In Madras the largest falls were all reported from the south of the east coast, and varied between  $5\frac{1}{2}$  and 6 inches.

		RAINFAL ENDING IS	TH NOVEM	OR WEEK	RAINFALL TOBER TO	DATA FRO	MISTH OC MBER 1889
Province:	Division.	Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 15th Oc- tober to 18th Nov- ember.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BORMA	Tenasserim Lower Burma Central do. Upper do.	0°22 0°35 0 28 0°40	0.24 1.07 0.21	-0°02 -0°72 -0°23	16·42 6·27 5·52 3·09	4.64 5:32 3.55	+254 + 18 + 55
A STATE OF	Arakan	0.34	1.04	-0.70	5.75	5'35	+ 7
Bengal and Assam	Eastern Bengal Assam (Surma) Do. (Brahmaputra) Deltaic Bengal Central do. North do. Orissa Chuta Nagpur Behar (South) Do. (North)	2'00 1'84 0'31 3'73 2'81 0'32 3'43 1'31 0'18	0°12 0°09 0°13 0°01 0 0°03 0°05 0	+1.88 +1.75 +0.18 +3.72 +2.81 +0.29 +3.38 +1.31 +0.18	6·27 4·30 1·24 8·44 3·67 0·68 8·87 2·07 0·54	3.28 3.47 2.05 2.79 2.33 2.37 4.58 1.57	+ 91 + 24 - 39 + 203 + 58 - 71 + 94 + 32 - 61
North - Western Provinces and	North-Western Provinces (East) Oudh (South) Do. (North) North-Western Provinces	0.42 0.48 0.04	0 0 0	+0.45 0 +0.04	0'42 1'23 0'05 0'04	0.82 0.33 0.11	- 66 + 50 - 85 - 64
Оџон.	North-Western Provinces (West) North-Western Provinces (Submontane)	0 0,10	0,03	-0.01	0.01	0.36	- 97 -100
PUNJAR	Punjab (South) Do. (Central) Do. (Submontane) Do. (Hill Districts) Do. (North-west) Do. (West)	0 0 0 0 0 0	0 0*02 0*02 0*06 0*07 0*01	0 -0.05 -0.05 -0.05 -0.01	0 0001	0°08 0°18 0°03 0°37 0°34 0°04	- 50 -100 -100 -100 -100 -97 -100
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar . Madras (South Central) . Coorg . Mysore . Konkan . Bombay Deccan Hyderabad (North) . Khandeish	1'20 0'87 0'40 0'12 0	1'19 1'13 0'61 0'43 0'10 0'15	+0.01 -0.26 -0.21 -0.32 -0.10 -0.15 	10°30 4'43 11°36 2°22 4'84 4'96	9'14 8'74 7'65 4'10 1'84 2 91	+ 13,   - 49 + 48 - 46 + 103 + 70
CENTRAL PROVIN-	Berar Central Provinces (West) . Do. (Central) Do. (East) .	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.02	-0.08 -0.09 -0.09	3'14 2'95 1'72 1'47	2°34 1°77 0°89 0°76 1°00	- 46 + 77 +231 +126 + 47
BOMBAY (NORTH) {	Guzerat	0 0	0.03 0.02	-0.03 -0.03 -0.02	0.02	0'41 0'22 0 05	- 95 -100 -100
RAJPUTANA AND CENTRAL INDIA.	Central India (East). Rajputana (East), Central India (West).	. 0	MORE SECURITION OF THE PARTY OF	-0.02 -0.03	0.13	0.46	- 72 -100
Madras .	Rajputana (West)  East Coast (North)  Do. (North)(a)  Hyderabad (South)  Madras (Central)  East Coast (Central)  Do. (South)  Madras (South)	1.26 1.45 0.07 0.87 0.69 2.42 1.08	0'24 ? 0'08 0'26 1'47 1'61	-0'01 +1'02 ? -0'01 +0 61 -0 78 +0 81 +0'29	0 780 770 205 400 8.29 5.04 3.27	0°10 6°11 7 1°80 3°49 9°82 10°21 9°08	-100 + 28 : + 14 + 15 - 15 - 51 - 04

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

CALCUTTA, 21st November, 1889.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

### GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

### Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending 16th November.—No rain in Cuddapah, Anantapur, South Canara, moderate in Ganjam, Madras and Tinnevelly, very slight elsewhere. Standing crops generally good, but withering from want of rain in Chingleput, North Arcot, South Arcot, Tinnevelly and Salem. Rain wanted in these districts and parts of Tanjore, Madyra and Coimbatore, but has fallen since the close of the week in those districts where the need was greatest. Crops blighted in parts of Cuddapah and South Arcot, and oilseeds affected by worms in Bellary. Prices generally stationary or falling. Labourers employed on minor relief works 1,200. General prospects fair. Crops reviving after recent rains.

Madras.—For week ending 23rd November.—Rainfall excessive in Ganjam, good in most districts, slight in Kistna, Salem and South Canara. More rain wanted in North Arcot, Chingleput, Tanjore, Trichinopoly, Madura, Tinnevelly, Coimbatore and Salem. Standing crops generally good, but withering in parts of North Arcot, Chingleput, South Arcot, Tinnevelly and Salem. Some crops blighted in parts of Godaveri, Cuddapah and South Arcot, damaged by storm and floods in Ganjam, and by recent heavy rains and locusts in Bellary. Prices rising in nine districts, falling or stationary in others. 552 labourers employed on minor relief works in Ganjam. General prospects fair.

Bombay.—For week ending 27th November.—Slight rain over Karnatik.

Bombay.—For week ending 27th November.—Slight rain over Karnatik. Late crops in parts of the Deccan and Karnatik require more rain. Standing crops generally good except where damaged by locusts in Sind. Cotton prospects favourable, except in parts of Broach. Harvesting and sowing operations progressing generally. Fodder generally sufficient and agricultural stock good.

Bengal.—For week ending 26th November.—The weather continued unsettled and rainy up to 22nd, since which date it has become fine all over the Province. There was a storm in Orissa on the 20th. The recent heavy rain in Orissa, South-west and East Bengal, and parts of Chota Nagpur has done some damage both to the rice and the rabi crops. In Behar the rainfall was moderate, and the rabi and poppy sowings benefited by it. Sugarcane is generally doing well. Prices of rice are said to be falling in many districts owing to the appearance of the new crop in the market. During the past week, however, the price rose in some districts on account of the rains.

North-Western Provinces and Oudh.—For week ending 27th November.—The weather and agricultural prospects generally are normal. Supplies ample and prices easy. Locusts are reported in parts of the Jhansi, Cawnpore and Bareilly districts, but the extent of the damage caused by them is not known.

Punjab.—For week ending 27th November.—No rain. Prices unsettled in Delhi, rising in Umballa and Rawalpindi, falling in Shahpur, stationary elsewhere. Harvesting of kharif crops nearly over; sowings of rabi crops still going on. Rain urgently wanted in all districts. Outturn of kharif crops is expected to be an average one. Fodder is reported sufficient throughout the Province.

Central Provinces.—For week ending 27th November.—Light rain in Sambalpur; elsewhere clear and cold. Young rabi crops in thriving condition. Cotton, rice, juari and other kharif crops are yielding good outturns. Prices steady.

Burma.—For week ending 16th November.—Rain fell in most districts in Lower Burma where the crop prospect is good. Rain fell in the Upper Chindwin, Myingyan, Magwé, Meiktila, Yamethin and Pyinmana districts of Upper Burma. Crops promise well generally, but in parts of Shwebo, Minbu, Meiktila and Yamethin the outturn will be poor. The price of paddy has fallen to per cent. in Prome, 5 per cent in Bassein, but has risen 6 per cent. in Tharrawady and 11 per cent. in Pyinmana; elsewhere prices are stationary.

Burma.—For week ending 23rd November.—Rain fell in Akyab, Sandoway and Bassein in Lower Burma and in every district in Upper Burma, with the exception of Sagaing, Kyaukse, Minbu, Magwé, Yamethin and Pyinmana. In parts of Prome crops are suffering for want of late rains; elsewhere in Lower Burma the prospect is good. More rain is wanted in Minbu and Meiktila; elsewhere in Upper Burma the crop prospect is satisfactory. The price of paddy has fallen in Thongwa and Henzada, but in other districts remains stationary. In Upper Burma the prices show no fluctuations. The food-supply is sufficient throughout the Province.

Assam.—For week ending 27th November.—Weather seasonable. Slight rain fell in most districts, and did some damage in Shylet and Cachar. Sowing of mustard and reaping of late rice continue. Tea and other crops generally doing well.

Mysore and Coorg.—For week ending 20th November.—Crops good, except in parts of Bangalore and Kolar districts, where more rain is wanted. Harvesting of sugarcane and transplanting of paddy continues in parts; outturn generally favourable. No material change in prices.

Slight rain in Coorg. Prospects of standing crops good.

Mysore and Coorg.—For week ending 27th November.—Rainfall slight in civil and military station and Bangalore district. More rain required for crops in Bangalore and Kolar districts. Elsewhere they are reported to be in good condition; outturn of harvest favourable. Prices slightly risen in Kölar and Kadur districts.

Slight rain in Coorg. Prospects good.

Berar and Hyderabad.—For week ending 27th November.—In Berar weather clear and cold. Fowari ripe and will soon be cut. Wheat, gram, linseed and tur in good condition. Second picking of cotton continues. Pasturage sufficient. Prices stationary.

Slight rain in Hyderabad. Total since 1st January 13.70. Rainfall of week has injured to some extent the abi crops which are being harvested. Rabi sowings continue. Prices stationary.

Central India.—For week ending 27th November.—Prices of food-grains have risen slightly in Alirajpur in Bhopawar, but continue low in Barwani and elsewhere in Agency. Condition of crops good except in Sirsi. No other material changes since last report.

Rajputana.—For week ending 27th November.—Agricultural operations satisfactory. Standing crops good. Slight damage by locusts in Kotah. Agricultural stock good. Fodder dear in Marwar, elsewhere sufficient. Cotton below average in Ulwar.. Prices generally steady.

Nepal.—For week ending 21st November.—No rain. Weather seasonable. Winter crops progressing.

E. C. BUCK, Secretary to the Government of India.

GOVERNMENT OF INDIA.

### HOME DEPARTMENT. PUBLIC.

No. 2229, dated Calcutta the 29th November, 1889.

THE following statement, which compares the mortality among human beings and cattle in the different provinces of British India in the years 1887 and 1888 from injuries received from wild animals and venomous snakes, and also the results of measures taken to exterminate wild animals and venomous snakes, is published for general information.

Statement showing the results of the measures adopted in British India with the view of exterminating wild animals and venomous snakes during 1888.

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Secondary   Seco	4.	Elephants. Tigers.	Leopards.	Bears,	Wolves.	Other animals.	Snakes.	Total number of persons kill	Elephants.	Tigers.	Leopards.	Bears.	Wolves.	Hyenas.	Other animals.	Snakes.	Total number of cattle killed.	Amount of reward.	Tirers.		Amount of reward.	Leopards.	Amount of reward.	Bears.	Amount of reward.			Hyenas.	of reward,	Other animals.	Amount of reward,	Snakes,	Amount of reward.	Total number, excluding, snakes destroyed,	Total amount of reward includ- ing snakes.	L bo	r of licenses granted us years and still	Total number of licenses in force during the year 1888.
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<sup>†</sup> Includes 5,198 licenses in force in Jubbulpur District. of which no details are given.

‡ Includes 1,541 licenses granted under Form VIII of the Arms Act Rules in the Sibsagar District.

§ Includes 6,739 licenses, of which no details are given (vide remarks against Central Provinces and Assam figures).

# GOVERNMENT OF INDIA REVENUE AND AGRICULTURAL DEPARTMENT. (STATISTICS.)

IMPORTS OF COTTON, INDIGO, WHEAT AND LINSEED.

Statement showing the imports of Cotton, Indigo, Wheat and Linseed by rail and river into Bombay Town, Karachi and Calcutta during the month of August 1889.

				8			0.04		*	WHENCE	WHENCE EXPORTED.					
Articles, and whither imported.	d whither	import	.pg	~	Madras.	Bombay.	Sindh.	Bengal.	NW. P. and Oudh.	Punjab.	Central Provinces.	Berar.	Assam.	Rajputana and Central India.	Nizam's Territory.	TOTAL.
Cotton— Bombay Town Karachi Calcutta		1	•••		Mds. 5.545	Mds. 43,261	Mds 2,923	Mds 3,713	Mds. 4,574  6,705	Mds. 1,966 117 629	Mds. 607	Mds. 1,423	Mds	r.ds. 8,086 	Mds. 12,682	Mds. 78,144 3,040 11,268
			TOTAL	<u> </u>	5,545	43,261	2,923	3,713	11,279	2,712	209	1,423	221	8,086	12,682	92,452
Indigo-*Calcutta		•			1	. 1	i,	19	7				· · ·	1		19
			TOTAL		1			61.		:						61
Wheat—Bombay Town Karachi		• • •			441	50,171	3,50,270		39,423	88,194 8,17,956 28,287	1,26,157	5,872	111	20,039	23	3,05,860 3,05,860
			TOTAL	<u> </u>		50,171	3,50,270	1,93,211	1,14,988	9,34,437	1,34,954	5,872	·	20,039	23	18,03,965
Linseed— Bombay Town Karachi Calcutta				• • • •	835	27,237	17	5,79,749	14,655	546 1,794 1,138	28,564	35,251		6,147 299	8,649	1,21,884 1,813 7,42,728
			TOTAL	•	835	27,237	71 .	5,79,749	1,75,288	3,478	28,564	35,251	116	6,446	8,649	8,66,425
				1	6,380	6,380 1 20,669	3,53,210	7,76,692	3,01,555	9,40,627	1,64,125	42,546	1,132	34,571	21,354	27,62,861

\* The imports into Bombay Town and Karachi are not returned.

DEPT. OF REVENUE AND AGRICULTURE,

Simla, the 18th November, 1889.

E. C. BUCK,

Secretary to the Government of India.

#### GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

No. XXXI of 1889-90.

#### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used, as far as possible.

			EK ENDING		WEI	EK ENDING VEMBER, 1	2ND 889.	TOTA RECEIPTS	FROM	TOTAL RECEIPTS	FROM		
Latest Return	RAILWAYS.	mean pen.	RECEIP	TS.	mean ben.	RECEIP	TS.	NOVEMBER	O 3RD , 1888.	NOVEMBER,	0 2ND 1889.	Total	Total
received.	RAILWAYS.	Total mea length open.	Total.	Per mile open.	Total mea length open.	Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.	Increase	Decrease in 1889-90
	State Lines worked by Companies		R	R		•R	R	R	R	R	R	R	R
9th Nov., 1889 9th ditto 9th Nov., 1889 9th ditto 9th ditto	East Indian Patna-Gya Dildárnagar-Gházipur Sindia	75,514 57 12 75 1,664 183 854	10,13,968 9,525 579 7,373 3,46,217 20,379 83,478	670 167 48 98 208 111 98	1,526 57  1,672 305 978	(a) 7,76,203 8,206 (b) (c) 3,29,000 (e) 34,494 63,537	509 144  197 113 65	2,48,75,919 2,96,225 39,316 2,11,112 1,05,57,434 8,42,291 23,14,729	530 167 106 91 205 146 87	(a)2,48,61,847 2,75,569 (b) (c) 1,10,67,039 (e)10,16,226 23,60,616	526 155  215 109 87	5,09,605 1,73,935 45,887	14,072 20,656 39,316 2,11,112 
9th ditto .	Indian Midland	140 136	8,863 11,669	63 86	296 746	24,105 (g)63,043	81 85	3,51,190 3,98,334	81 94	5,39,733 (g)16,48,805	70 79	1,88,543	
9th ditto .	Villupuram-Guntakal, Nellore Branch Bareilly-Pilibhit	83 36	3,826 1,812	46 50	83 36	4,587 2,350	55 65	1,48,226 46,821	58 43	1,46,781 58,062	57 54		1,445
	. TOTAL .	4,754	15,07,689	317	5,699	13,05,525	229	4,00,81,597	272	4,19,74,678	249	18,93,081	
oth ditto oth ditto oth ditto oth ditto oth ditto oth ditto oth ditto oth ditto oth ditto oth ditto oth ditto oth ditto	State Lines worked by Government. North-Western (h) Oudh and Rohilkhand Bengal Central Wardha Coal Eastern Bengal Nalháti Tirhoot Lucknow-Sitapur-Sihramau Jorhát	2,469 692 125 45 673 27 273 105 25	5,15,461 1,30,096 15,135 17,986 2,66,586 1,358 34,446 4,198 922	209 188 121 400 396 50 126 40 37 38	2,478 692 125 45 747 273 105	5,98,775 1,41,454 13,870 13,889 2,78,550 1,351 31,090 6,084 855	242 204 111 309 373 50 114 58	1,48,25,329 39,50,640 4,31,306 4,41,933 61,61,325 59,024 9,48,860 1,48,196 36,682	194 184 111 317 295 71 121 46 47	1,61,86,870 43,77,686 4,47,598 4,53,247 62,86,550 56,292 10,86,291 1,84,863 37,335	212 204 116 327 284 68 133 57 48	13,61,541 4,27,046 16,292 11,314 1,25,225  1,37,431 36,667 653	2,732
9th ditto .	Cherra-Companyganj. Burma (i)	7 392	62,990	161	553	99,516	48 180	4,303	148	5,368 26,69,906	25 162	9,64,577	·
	TOTAL .	4,833	10,49,442	217	5,077	11,85,769	234	2,87,12,927	192	3,17,92,006	204	30,79,079	
oth Nov., 1889 oth ditto . 2nd ditto . 9th ditto .	Lines worked by Guaranteed Companies Madras South Indian Great Indian Peninsula Bombay, Baroda and Central India (l)	461	1,33,601 90,445 (j) 5,81,937 2,29,154	159 138 387 497	840 654 1,447 461	1,71,011 97,827 (k)5,79,832 2,14,000	204 150 401 464	50,40,664 33,14,216 ( <i>j</i> )2,37,59,780 71,66,069	501	54,89,537 34,49,039 (k)1,82,53,750 72,91,971	513	4,48,873 1,34,823  1,25,902	55,06,030
GRAND TOTA	L (GUARANTEED AND	3,459	10,35,137	299	3,402	10,62,670	312	3,92,80,729	366	3,44,84,297	328		47,96,432
STATE) .	ATED EXPENSES	13,046 	35,92,268	275	14,178	35,53,964	251	10,80,75,253 5,63,59,593	268 140	10,82,50,981 5,65,29,604	252 132	1,75,728	1::
	NET RECEIPTS .					-		5,17,15,660	128	5,17,21,376	120	5,716	
9th Nov., 1889 2nd ditto 9th ditto	Assisted Companies Tarakeshwar Dibru-Sadiya Bengal and North-	22 78	7,618 8;060	346 103	22 78	5,259 8,113	239 104	1,67,155 2,66,257	245 110	1,63,285 2,87,368	241 119	 21,111	3,870
9th ditto .	Western Rohilkhand-Kumaun .	376 67	27,945 10,185	74 152	376 67	33,080	180 180	13,44,614 2,20,298	115	13,94,434 2,37,338	120	49,820	*
	TOTAL .	543	53,808	99	543	58,521	108	19,98,324	119	20,82,425	124	84,101	
9th Nov., 1889 9th ditto . 9th ditto .	Native States.  His Highness the Nizam's Guaranteed His Highness the Gaekwar's  Highness the Gaekwar's Viramgam	310 59	45,456 2,109	147 36	354 59	43,412 1,820	123	9,82,581 76,815	108	13,28,424 77,099	121 42	3,45,843 284	
9th ditto .	Mehsána-Vadnagar . Bhávanagar-Gondal- Junágarh-Porbandar Morv i	21 209 68	674 14,855 2,980	3 <sup>2</sup> 7 <sup>1</sup> 44	27 329 68	700 17,890 2,826	26 54 42	26,889 5,86,584 1,03,997	96 49	7,51,559 1,13,592	37 90 54	4,143 1,64,975 9,595	
9th ditto .	Jodhpore	791	5,448 71,522	90	961	73,148	52 4 76	19,83,525	54 84	25,02,291	52 90	5,18,766	6,074

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.

(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patri Branch.

M. C. BRACKENBURY, Major, R.E., Under-Secretary. D

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#### SUPPLEMENT

# The Gazette of India.

No. 49.3 CALCUTTA, SATURDAY, DECEMBER 7, 1889.

#### OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and rmation as the Government of India may deem to be of interest to the Public, and such as may usefully be made wn. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in TVI of the GAZETTE.

Non-Subscribers to the Gazette may receive the Supplement separately on a payment of five Rupees per annur delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the Gazette can also be scribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post. No Official Orders or Notifications, the Publication of which in the Gazette of India is required by Law, or with the Supplement. For such Orders Notifications the body of the Gazette must be looked to.

#### GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

#### Weather Summary for October 1889.

The month of October usually witnesses the completion of the south-west monsoon withdrawal which is commenced in the preceding month. Under normal conditions moist monsoon winds are still felt in Bengal, &c., at the beginning of October, but about the middle of the month dry winds from north-west and north-east, which have already commenced in Upper India, spread over Bengal and the head of the Bay, and occasion the south-west monsoon current to curve to the westward and finally to the south-westward over the centre of the Bay. This current then reaches the Coromandel coast as a north-easterly wind after a long journey over the Bay. During this journey its already large supply of moisture has been augmented by evaporation from the Bay, and hence the very heavy rain which usually accompanies its first appearance on the Madras coast. The recurving of the monsoon current and the extension of dry north-westerly winds from Upper India to Bengal are accompanied by a considerable change of weather. In the first place, cold weather conditions extend quickly over the whole of Northern India; in the second, the low pressure area, and consequently the area of probable disturbance over the Bay, is moved southward, and the trajectory of the storms is changed from west-north-west across the Orissa coast to west across the Peninsula. In the third place, the Carnatic becomes the seat of heavy and continued rainfall.

The western side of the Peninsula experiences perhaps less change of wea-

ther than other parts of the Indian region, as the wind remains westerly and rain

falls moderately frequently. During the month just passed this regularity of change has been less marked than is normally the case. At first conditions were apparently progressing satisfactorily. The low pressure area moved southward down the Bay, and about the 14th a well-marked depression which was seemingly determining the commencement of the north-east monsoon was reported from the Madras coast. The vitality and course (subsequently given) of this storm were, however, in a high degree inimical to the development of the particular conditions with which are associated a satisfactory north-east monsoon and good rains on the Coromandel coast, and the second half of October which ordinarily sees almost daily rainfall in the Carnatic was marked this year by an almost complete absence of rain from all Madras coast stations south of Masulipatam.

Pressure.—The barometric abnormals of the month showed that pressure was below the normal average over a large area, which included roughly Oudh, the east of the North-West and Central Provinces, the Eastern Deccan, the Circars, the west and north of the Bay, the whole of the Province of Bengal, Assam and part of Arrakan. Over the whole of this region there was a deficiency of pressure, the point of greatest depression lying over the north-west of the Bay and off the Orissa coast. On all sides of the area of deficient pressure the barometer exceeded the normal, the greatest excess being reported from the stations of Jacobabad, Ratnagiri, Cochin, Colombo and Moulmein.

Temperature.—The temperature conditions during a large part of the past month have been very unusual. The first indication of the abnormal lowness which has prevailed was, if the Quetta observations be correct, given in Baluchistan, where both the day and night temperatures showed an unusual coolness, quite at the commencement of the month. Subsequently very low night temperatures were reported from Upper and Central India, but the day temperatures were unaffected until about the 13th, when both the maximum and minimum temperatures fell below the normal average. The remarkable depression of temperature which subsequently set in lasted over nearly the whole of India until almost the close of the month, and during its continuance lower night temperatures were recorded at several stations than any previously registered in October. The following table shows the variation of the mean temperature for each week and for the month from the normal mean:—

The second second		OF MEAN TEN			Difference of mean temperature
Province.	7th.	14th.	21st.	28th.	from the normal for the month.
Burma	-0.8	+0.0	+0.2	-0:6	-0.1
Bengal	+1.0	+0.9	-0.3	+1.6	+0.4
North-Western Provinces .	+0.6	+0'7	-2.6	-1.1	-0.4
Punjab	-0.6	-1.5	-4'7	-3.1	-2'0
Bombay	o'i .	+0.0	-0.2	-4.3	-1.3
Central Provinces and Berar .	+06	+0.0	+0.3	-4.3	-0.8
Guzerat and Central India .	41.3	+0.8	1:3	-5'4	-1.3
Sind and Rajputana	0.4	-1.0	-4:2	-5'1	-2.6
Madras	-0'4	+0.2	-0.7	-1.1	-0.3

Barometric depressions and cyclonic storms of the month.—There were four depressions during the month, of which only that formed over the Bay between the 13th and 15th of October and which subsequently passed over the Peninsula and Central Provinces, was of any importance.

1. Shallow depression of the 3rd to the 6th October.—A very shallow depression formed over the north-west of the Bay on the 3rd, when rain was falling at Saugor Island and at the Orissa and Circars coast stations. The disturbance subsequently moved southward and developed somewhat, and the rainfall became heavier on the Orissa and North Madras coast districts, but the disturbance was unaccompanied by any definite cyclonic movements of the winds. On the 5th the disturbance had become much smaller, and on the 6th it had practically disappeared.

2. Small depression of the 5th to 7th October.—The chart of the 5th showed a small shallow depression near Karwar. This depression subsequently

passed northward along the Bombay coast, reaching Bombay on the 6th and probably Kattiawar on the 8th. It occasioned unsettled weather on the North Konkan coast and a strong south-east wind.

3. Important depression of 13th to 22nd of October.—On the 13th there was a slight tendency to the formation of a depression in the Bay of Bengal off the Coromandel coast. On the 14th the storm had developed a good deal, and the centre lay off the coast between Madras and Nellore. During the 24 hours succeeding 8 A. M. on the 14th the depression apparently underwent no change either in position or character, but during the 15th the centre crossed the coast, and by 8 A. M. on the 16th was advancing west-north-westward towards the Bellary and Cuddapah districts. The storm already showed signs of intensifying and the pressure at Madras was  $\frac{1}{6}$  of an inch below the normal. By 8 A. M. on the 17th the storm centre had reached the neighbourhood of Belgaum, where the barometer read nearly 3" below the normal average. Strongish cyclonic winds prevailed over the Peninsula, and near the storm centre the force of the wind was high and rising. During the next 24 hours, viz., from 8 A. M. 17th to 8 A. M. 18th, the storm centre moved very slowly northward passing over Belgaum, but travelling only to a slight distance to the north-westward of that station. Cyclonic winds consequently still circulated around this centre, the force being strong to a gale. The chart of the 19th showed that the storm had begun to fill up, and that it had moved north-eastward to the neighbourhood of Sholapur. Strong cyclonic winds continued over the Peninsula. The next day's chart showed that the storm had continued to advance in a north-easterly or east north-easterly direction, and had continued to fill up. By the morning of the 21st the centre was near Raipur, and by the morning of the 22nd the storm had either filled up or become merged in a fresh depression which then covered the north of the Bay.

The disturbance, the course of which has just been traced, was an exceedingly influential one, and one which directly or indirectly has exercised an important influence on the weather. Its primary effect was to produce conditions favourable to rainfall on the Madras coast, but its subsequent course was such as to produce dry south-westerly and westerly winds over the Carnatic, so that instead of the normal rains fine weather was experienced.

(4) Small depression of the 22nd to the 27th October .- On the 22nd a large shallow area of deficient pressure was shewn over the head of the Bay, the Circars, Orissa, and Arrakan. By the morning of the 23rd, the depression had increased, and a squally cyclonic circulation prevailed at the head of the Bay. During the next 24 hours there was very little change, but by 8 A.M. on the 25th the storm had become slightly deeper and had commenced an easterly movement across the head of the Bay. The chart of the 26th showed very little change, but by the 27th, the centre of the storm had reached South-East Bengal, and a squally cyclonic circulation of the winds prevailed. The storm subsequently broke up in East Bengal and Assam.

Rainfall.—The above remarks show that the Bay area, the Peninsula, the Central Provinces, and Bengal, were affected by fairly numerous depressions of fair intensity, but that North-Western India lay beyond the scope of their action. The rainfall of the month agrees with this distribution of atmospheric disturbance, North-Western India and the Gangetic plain, including the Punjab, the North-Western Provinces, Behar, Rajputana, Sind, and Cutch, reporting little or no rain, while all the other provinces show good or excessive rains.

During the first week of the month the rainfall was excessive over the west coast districts, over a large part of the Central Provinces, and in the north of Madras, but was deficient over the greater part of India. In North-Western India there was no rain. The second week of the month showed very similar conditions. The storm of the third week hardly altered the relative distribution of rainfall, but intensified the excess over the Peninsula, and the central parts of

the country. The following table shows some of the amounts which were received over the peninsula during the progress of this storm:—

S	tation			D	istrict.			Amount, inches.
Vayitri Karkal Gudapur Verogendrapet Kumpta			- 1	Calicut South Kanara Nilgris Coorg North Kanara			740	23 16½ 10½ 11 15
Yellamanchili	•	100		Vizagapatam	Garage and	8266		12
Narsapur . Repalli . Ongoli . Ponnery .				Godavery . Kistna . Nellore . Chingleput	2 - 41 2 - 41			$   \begin{array}{c}     13\frac{1}{2} \\     12\frac{3}{4} \\     10\frac{1}{2} \\     13\frac{3}{4}   \end{array} $

In the fourth week the area over which the weather was exceptionally fine increased, and the only regions showing any important excess were Burma, Bengal and the Central Provinces. In the two former regions this excess was occasioned by the storm which formed over the head of the Bay and passed into East Bengal, and the largest amounts received were as follows:—

	Sta	tion.				D	istrict				Amount.
Maungdaw .		•	il E <sub>e</sub> ego	64.		Akyab .		10.00	ik in		73
Kushak .		•	41.0			Tipperah .					11
Perozepore						Backergunj					12
Munshigunj						Dacca .					8
Bagirhat .						Khoolna .					
Madaripur .		•				Faridpur .			4年5世		9± 7±
Bashirhat .					200	24-Pergunnahs			area y	8500 E	
Gope	122				10000	Pooree .	420 min		CHOICE TO S	345	114
						rooree .				577.00 M	124

The following table gives complete data, and shows the actual average rainfall and the normal rainfall of the month of the 21 districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district.

Districts.	Number of Stations.	Normal Average Rainfall in October.	Actual Average Rainfall in October 1889.	Difference from the Average in October 1889.
Punjab, West	7	0.35	0	-0'00
,, East	4	0.40	. 0	-0'32 -0'40
Gangetic	8	1.35	0.03	-1.33
getic	3	0.06	0.35	-0.64
Behar	2	2.75	0:58	-2.17
Assam—Cachar	3 3 8	4.11	1.22	-2.56
Lower Bengal and Chutia Nagpur	8	4.49	3'67	-0.83
Orissa—North Circars	_5	4.53 8.43	5'19	+0.66
Central Provinces, South	7	2.35	2.61	+4.05
Berar-Khandeish	2	3.50	3'48	+0.10
Rajputana, Central India, Saugor	100	3-9	3 40	7019
and Nerbudda	9	1'04	0.41	-0.33
Sind—Cutch		0	o	0
Guzerat	3 3	0.85	1.30	+0'35
Konkan	4	3'93	5'40	+1.47
Deccan—Hyderabad	5 5	4'33	6.27	+1.94
Malabar		9'53	11.26	+2.03
Mysore—Bellary	4	7.63	7.57	-0.06
Carnatic	6	8.05	6.19	-1.86
Ceylon	7	7.72	8.45	+0'73
Country of the Countr	TO THE TOTAL SECTION OF	12.09	14.99	+2.90

W. L. DALLAS, for Meteorological Reporter to the Govt. of India.

#### GOVERNMENT OF INDIA.

#### REVENUE AND AGRICULTURAL DEPARTMENT.

## Weather Review of India for the week ending 8 a.m. on Monday, November 25th, 1889.

Very unsettled and abnormal weather has prevailed over the eastern half of the Indian region during the week under review. The cyclonic storm, which was noticed off the Madras coast at the close of the previous week, advanced slowly up the Bay, hugging the west coast, during the present week. A cyclonic circulation of strongish winds prevailed around it. The winds to the southward of the centre blowing across India were dry, and hence the weather over the Carnatic, though cloudy, was fair, but those to the northward of the centre coming from a sea area, reached the coast heavily laden with moisture and gave torrential rains to large tracts of country. After the dispersion of the depression the weather throughout the Bay area and over the south of the Peninsula remained for a day or two in a showery and slightly unsettled state, but pressure eventually assumed the distribution it had prior to the appearance of the storm described above and fair to fine weather prevailed throughout the Indian re-

gion.

The chart of the 19th showed that the storm, the centre of which on the 18th lay off the coast between Madras and Nellore, had advanced slowly on a north-north-east course, and that the centre of disturbance lay to the east of Vizagapatam, where the barometer marked 29.596" and showed a deficiency, compared with the normal average, of three and a half tenths of an inch. The highest pressure reported (excluding Ajmere, where the pressure is doubtful) on this day was 30'030" at Jeypore, so that there existed a difference of 0 434" over India, which is unusually large at this season. Strong cyclonic winds prevailed around the storm area, and the winds over the greater part of the Indian region were more or less affected by the disturbance. A slight northerly gale was reported from Gopalpore and fresh winds from Saugor Island, Raipur, Bombay, and Colombo. By the morning of the 20th, the storm centre lay midway between Vizagapatam and Gopalpore, and apparently just off the coast. The lowest reading reported on this day was slightly higher than the lowest on the pre-ceding day, but the general intensity of the disturbance was unaltered. A severe easterly gale had prevailed at Gopalpore, where the velocity during the afternoon and night of the 19th had averaged 60 to 66 miles per hour. Strong cyclonic winds prevailed all round the Bay, and gales were reported from some central stations. On the morning of the 21st there was still a good deal of irregular cyclonic circulation around the head of the Bay and a shallow low pressure area over the Bay, but the storm had to a great extent broken up and the winds had fallen much lighter. The chart of the 22nd showed that the barometer was rising in nearly all parts of the Indian region. The rise was apparently greater over the Bay than elsewhere, so that the barometric gradient had decreased and the wind, except at one or two stations, had fallen light. Around the Bay an irregular cyclonic movement still continued. On the morning of the 23rd the barometer was still rising almost everywhere, and pressure continued to advance in the direction of general uniformity. Steady north-easterly winds prevailed over the Central Provinces and on the west coast of the Peninsula, but elsewhere the directions were very variable and numerous calms were reported from Northern India. The charts of the 24th and 25th showed small barometric changes and very settled conditions. Pressure was lowest over the Bay and highest over North-Western India, but the difference was small and the winds were light. There was an abnormal amount of westing in the wind directions along the west coast of the Bay, but elsewhere the directions were fairly normal.

Temperature.—In Bengal, the North-Western Provinces, the Central Provinces, and Madras, the weather has been abnormally warm throughout the week. In the other Provinces the first three or four days of the week were cool, the amount of the coolness gradually decreasing, till after the middle of the week the deficiency of temperature disappeared, and was replaced by a slight excess.

The following table shows the variations of the mean temperature of the present and of the past week from the normal average:—

	Pro	VINC	es.					Difference of mean temperature of last week from normal,	Difference of mean temperature of present week from normal,
are the second second								0	0
Burma								-0.8	-0.3
Bengal	4000							+ 2.8	+2.7
North-Western Prov	inces					13		+ 2'3	+2'3
Punjab								-08	-0.7
Bombay								-2.2	-1.3
Central Provinces	•	•						-1.2	+1.4
Guzerat and Central								-2.3	-0.6
Sind and Rajputana	•	•	•				•	-1.6	-0.6
Madras	•			•	•		•	+1.3	+1.4

This table shows that the mean temperature compared with the normal of the time of year is rising except in Bengal and the North-Western Provinces, where it is stationary. The greatest excess over the normal is in Bengal, where the cloudy state of the sky has prevented free radiation and produced high night temperatures.

Rain.—As mentioned above, the Bay area has been the seat of unsettled weather, and the Bay and its neighbourhood, except Burma and the Carnatic, have received more than their normal amount of rain. The greatest excess is reported from the North Circars and Orissa, where the easterly gales, prevailing to the northward of the storm which travelled up the Bay, brought up abnormally heavy rain. In Orissa the rainfall of the week exceeded forty-fourfold the small amount

which is normally received during this week.

The daily distribution of rainfall was as follows:—On the 19th rain had fallen generally in Ceylon and the south of the Peninsula; one or two local showers had occurred on the east side of the Peninsula and general showers had fallen in Bengal. On the 20th rain had ceased in the south of the Peninsula, but slight showers had occurred on the Circars coast, very heavy rain over Orissa and Ganjam and moderately heavy rain over the head of the Bay. Slight showers were again reported from a few places in Bengal. On the 21st heavyish rain was falling in Orissa and at some places in Lower Bengal, but elsewhere any rainfall was light and scattered. The chart of the 22nd showed that the only heavy rain had occurred at Diamond Island, but that showers had fallen in Upper Burma, Assom, Lower Bengal, and at several stations in the east and south of the Peninsula. By the morning of the 23rd rain had ceased to the north of the Bay, but scattered showers had fallen at several places in the Peninsula. The rainfall of the 24th and 25th was very slight and scattered.

the 24th and 25th was very slight and scattered.

The table at the close of the summary shows that the regions of excessive rainfall are, Arrakan, Cachar, Eastern and Lower Bengal, Orissa, Chota Nagpur, the Circars, Madras Central, and Hyderabad South, and to a limited extent Malabar. In all other parts of the Indian region the rainfall of the week has been deficient and over the whole of the Gangetic plain, Upper India, Sind, Central India, the Central Provinces, and the Konkan, there has been no rain. The east of the Central Provinces participated in the heavy rainfall of the east of the Penin-

sula and Malabar had a small local excess of half a tenth of an inch.

In the Carnatic the rainfall continues largely deficient, the east coast central division has received little more than  $\frac{1}{4}$ , the east coast south division little more than  $\frac{1}{7}$ , and Madras south division little more than  $\frac{1}{3}$  of the normal amount.

In Burma the only rainfall was in Arrakan and the Upper Provinces.

The maximum falls reported in Bengal, Orissa and the Circars are interesting. The largest are in Orissa and Ganjam, where Sompet received  $20\frac{1}{2}$  inches, Pooree 13 inches, Cuttack 8 inches, Banki 5 inches, and Balasore  $3\frac{1}{2}$  inches during the week. Next after these are the falls in Eastern and Deltaic Bengal of which the most important are:—3 inches at Jessore and between 2 and  $2\frac{1}{2}$  inches at Bhola (Backergunj), Munshigunj (Dacca), and Contai (Midnapur). Heavyish rainfall connected with this disturbance apparently extended westward as far as the Sambalpur division of the Central Provinces, where Raigarh received  $1\frac{1}{2}$  inch.

	The second secon	RAINFAI ENDING 2	LL DATA FO	OR WEEK	RAINFALL 15TH TO 2	DATA FROM	M OCTOBER MBER 1880
PROVINCE.	Division,	Average actual raintall of Division.	Average normal rainfall of Division,	Excess or defect in inches.	Average actual rainfall of season	Average normal rainfall, October 15th to 25th Nov- ember.	Excess or defect of (seasonal rainfall expressed
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent
t	Tenasserim	0	0.24	-0.51	76.10		
BURMA	Lower Burma	0	0.36	-0.36	7.12	4.88 5 67	+236 + 26
DURMA	Central do	0	0.36	-0.36	6.06	3.00	
	Arakan	0.19	7	+1.00	3'44 7'39	5 35	+ 55 + 38
	Eastern Bengal	1.06	0.53	+0.83			252 4 500
	Assam (Surma)	0'23	0.01	+0.53	7°33 4′53	3'51	+100
STORY OF THE STORY	Do. (Brahmaputra)	0'02	0.31	-0.10	1.50	2.26	+ 30
	Deltaic Bengal	1.08	0'03	+1.05	9'52	2.81	+239
BENGAL AND ASSAM	North do	0.01	0	+0.36	3'74	2'39	+ 56
	Orissa	6.57	0.12	+6.42	0.00	2.38	- 71
1	Chutia Nagpur	0.24	0.01	+0'53	2'99	4'73	+226
	Behar (South)	0	10'0	-0.01	0'54	1.72	+ 90
	Do. (North)	0	0,01	-0.01	0.42	1'26	- 67
(	North-Western Provinces					100-011	b of the
	Oudh (South)	0	0.00	-0.00	1'23	0.88	+ 40
North-Western	Do. (North)	0	0	. 0	0.07	0.11	- 85 - 64
PROVINCES AND	North-Western Provinces (Central)	0	0'02	-0'02	0,01		1100000
OUDH.	North-Western Provinces (West)				0.01	0.38	- 97
	North-Western Provinces	0	0,01	-0,01	0	0.02	-100
DWIDTER AND THE	(Sub-montane)	0	0.03	-0.03	0'14	0.31	<b>—</b> 55
1	Punjab (South)	0	0'02	-0'02	. 0	0.10	-100
UNJAB	Do. (Sub-montane) .	0	0.05	-0.00	0	0'20	-100
UNJAB	Do. (Hill Districts) .	0	0.08	-0.08	0	0.09	-100
1	Do. (North-West) . Do. (West) .	0	0.53	-0'23 -0'11	0,01	0.57	- 98
	Malabar		111205		O	0.12	-100
San San San San San San San San San San	Madras (South Central)	0'44	0.30	+0.02	10.68	9'45	+ 13
	Coorg	0.18	0'75	-0.48	4'74	9'49 8'05	- 50
BOMBAY AND MALA-	Mysore	0.30	0.38	-0.00	2'07	3.66	+ 43
TRICTS (MADRAS).	Konkan	0	0.07	-0.07	4.84	1.01	+ 153
1	Bombay—Deccan	0.11	0'20	-0.09	5.08	3.11	+ 63
1	Khandeish	0	0,18	-0.18	1,52	2*52	- 50
_ (	Berar	0	0.10	-0.16	3.14	1.04	+ 62
CENTRAL PROVIN-)	Central Provinces (West).	0	0.10	-0.10	2.95	0.08	+201
ces and Berar.	Do. (Central) Do. (East)	0151	0.04	-0.00 +0.42	1'72	0.85	+ 102
	Guzerat	0	6'04				
BOMBAY (NORTH)	Kattiawar	0	0.03	-0.03	0.05	0'45 0'24	- 96 -100
	Sind	0	0'02	-0.03	0	0.02	-100
	Central India (East)		0.00	-0.06	0,13	0.25	- 75
CENTRAL INDIA.	Rajputana (East), Central India (West)	0	0.05	-0:02		0.28	-100
C	Rajputana (West)	0	0,01	-0.01	0	0.11	-100
Ser I	East Coast (North)	4'47	ror	+3.46	12'36	7.13	+ 72
	Do. (North) (a)	1'20	?		8 90	2	3
Autore	Hyderabad (South)	0'41	0'07	+0.12	2'40	187	+ 31
MADRAS	East Coast (Central)	0'55	0.40	-1'10	8.70	3.89	+ 17
	Do. (South)	0'29	1.02	-1.66	5'33	12.10	- 56
A Principle of the Paris A	Madras (South)	0'24	0.69	-0.45	3.21	9.77	- 64

SIMLA, 28th November, 1889.

W. L. DALLAS,
Assistant Meteorological Reporter to the
Government of India.

E. C. BUCK, Secretary to the Government of India.

#### GOVERNMENT OF INDIA.

#### REVENUE AND AGRICULTURAL DEPARTMENT.

#### Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending 30th November.—No rain in Ganjam, Madras, and Trichinopoly, moderate in Vizagapatam and Nilgiris; slight elsewhere. Rain greatly wanted in Nellore, Chinglepùt, North Arcot, South Arcot, Tanjore, Trichinopoly, Madura, Tinnevelly, Coimbatore and Salem where standing crops are withering. Crops generally good in other districts. Paddy affected by disease in parts of Godavery, Cuddapah, South Arcot, and Tinnevelly. Prices generally rising or stationary. 229 labourers employed on minor relief works in Ganjam. Prospects generally favourable except in Chingleput and North Arcot where failure of crops is apprehended over considerable areas unless early rain falls.

Bombay.—For week ending 4th December.—Slight rain in parts of Karnatak; more needed for late crops in several districts. Standing crops in a few places damaged by locusts or disease, otherwise generally good. Cotton prospects favourable except in parts of Broach. Harvesting and sowing operations generally progressing. Opium sowing commenced in Baroda. Fodder generally sufficient and agricultural stock healthy.

Bengal.—For week ending 3rd December.—No rain during the week. The fine weather was favourable to all crops. Not much damage is said to have been done to the crops by the recent heavy rain. In Orissa, where there was a storm and the rainfall was exceptionally heavy, the loss of the rice crop is estimated at from two to four annas, and, in Cuttack, that of the rabi crops at about eight annas. The rabi crops are being re-sown in some districts. Harvesting of rice is proceeding, and a fair average outturn is expected in most districts. The rabi and poppy crops throughout Behar are favourably-reported of. Tobacco is a promising crop, as also ganja in the Rajshahye district. Sugarcane is doing well. Prices of rice are steadily falling in the Behar districts generally, and a slight decline is also reported from some other districts.

North-Western Provinces and Oudh.—For week ending 4th December.—Cold dry weather with occasional clouds. Agricultural prospects generally favourable. Poppy sowings progressing. Rabi being irrigated. Locusts are again reported in pargana Jhansi and they have appeared also in four parganas of Cawnpore and one of the Banda District. Markets are well supplied and except in Benares, where a smart rise is reported, prices are steady.

Punjab.—For week ending 4th December.—No rain. Prices rising in Rawalpindi, falling in Multan, stationary elsewhere. Harvesting of kharif crops nearly over. Cotton being picked and sugarcane pressed in Sialkot. Rabi sowings still going on. Rain badly wanted for rabi sowings in all districts. Prospects of standing crops are average. Outturn of kharif is reported below average in Amballa. Fodder sufficient throughout the province.

Central Provinces.—For week ending 4th December.—Weather clear and cold. Kharif harvestings continue, outturn good. Wheat and other rabi crops in good condition, but a little rain is now required for them in some places. Prices steady.

Burma.—For week ending 30th November.—There was a little rain in Rangoon and Tavoy but nowhere else in Lower Burma. A little rain fell in several districts in Upper Burma. In Lower Burma the crop prospect is good. The crop will be short in three districts in Upper Burma, elsewhere the pros-

pect is generally good. The price of paddy has fallen in eight districts, in one prices have risen considerably, elsewhere no change is reported.

Assam.—For week ending 4th December.—Weather seasonable. Harvesting of winter paddy continues. Sowing of mustard nearly finished. Prospects of tea good

Mysore and Coorg.—For week ending December.—Slight rain reported in parts of the Mysore State. Crops good except in parts of the Bangalore and Kolar districts where more rain is still wanted. Harvesting continues in parts. Prospects generally favourable. Prices slightly fallen in the Kadur district.

Standing crops doing well in Coorg. Prices stationary.

Berar and Hyderabad.—For week ending 4th December.—In Berar the weather is clear and cold. Picking of cotton continues. Jowari ripening and will soon be cut. Rabi in good condition. Cutting of sesamum commenced in some places. Prices almost stationary. Fodder sufficient.

No rain during week at Hyderabad. Crops thriving. Sowing of rabi crops continues. Outturn of kharif crops estimated at twelve annas in some places and in others at eight annas in the rupee. Prices stationary.

· Central India.—For week ending 4th December.—No change in condition of crops and weather since last week's report.

Rajputana.—For week ending 4th December.—Agricultural operations satisfactory. Standing crops generally good except in Dholepur. Agricultural stock good. Pasturage and fodder sufficient generally; dear in Marwar and failing in Dholepur. Prices steady generally.

Nepal.—For week ending 28th November.—No rain. Weather cold and partly cloudy during two days in this week. Potato progressing.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

# RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1889.

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SERS 0	KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).	Present fortnight.	S. Ch.	1.1	HII	SILLI	111	11	*111111	11	11111110	•	•
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	DISTRICTS.			Madras— Malabar Coast— Malabar .	South, central— Coimbatore Nilgiris	Central— Bellary Anantapur Cuddapah Kurnool	East Coast, north- Ganjam . Vizagapatam . Godavari .	East Coast, central Kistna Nellore	Bast Coast, south— Madras Chingleput N. Arcot S. Arcot Tanjore Trichinopoly	Southern- Tinnevelly	Mysore— Mysore Bangalore Kolar Tumkur Hassan Kadur Shimoga Chitaldug		9,,,,

#### GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

No. XXXII of 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.-As regards the figures in column Total Receipts from 1st April to date, audited figures have been used, as far as possible.

			K ENDING VEMBER,		WEE	K ENDING VEMBER, 18	9тн 889.	TOTAL RECEIPTS F	ROM	TOTAL RECEIPTS E	MAG		
Latest Return	RAILWAYS.	mean open,	RECEIP	rs.	mean ben.	RECEIPT	rs.	NOVEMBER,	1888.	NOVEMBER,	1889.	Total	Total
received.	Kalbwatsi	Total n length op	Total.	Per mile open.	Total mez length open.	Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.	Increase	Decrease in 1889-90.
	State Lines worked by Companies		R	R		, R	R	R	R	R	R	R	R
16th Nov., 1889 16th ditto 16th Nov., 1889 16th ditto .	East Indian Patna-Gya Dildárnagar-Gházipur Sindia Rajputana-Malwa Bengal-Nágpur (d) Southern Mahratta(f)	1,514 57 12 75 1,664 183 854	7,85,609 8,022 611 7,125 3,39,575 19,713 74,842	519 141 51 95 204 108 88	1,526 57  1,672 305 978	(a) 8,91,741 10,129 (b) (c) 3,66,000 (e) 33,979 72,123	584 178  219 111 74	2,56,61,528 3,04,247 39,927 2,18,237 1,08,97,009 8,62,004 23,89,571	530 166 104 91 205 145 87	(a)2,57,71,980 2,86,515 (b) (c) 1,14,43,886 (e)10,44,783 24,37,418	528 157  215 109 87	1,10,452  5,46,877 1,82,779	17,732 39,927 2,18,237
16th ditto .	Ditto Mysore Sec- tion Indian Midland	140 136	10,112 8,530	72 63	296 746	25,360 (g)66,287	86 89	3,61,302 4,06,864	81 93	5,67,157 (g)17,20,542	71 80	47,847 2,05,855 13,13,678	
9th ditto	Villupuram-Guntakal, Nellore Branch Bareilly-Pilibhit	83 36	4,071	49 48	8 <sub>3</sub>	4,053	49 58	1,52,297 48,536	57 43	1,52,848	58 54	551	
	TOTAL .	4,754	12,59,925	265	5,699	14,71,752	258	4,13,41,522	272	4,34,85,319	249	21,43,797	
16th Nov., 1889 16th ditto 16th ditto 16th ditto 16th ditto 16th ditto 16th ditto 16th ditto 16th ditto	State Lines worked by Government. North-Western (h) Oudh and Rohilkhand Bengal Central Wardha Coal Eastern Bengal Nalháti Tirhoot Lucknow-Sitapur-Sih-	2,469 692 125 45 673 27 273	5,30,615 1,25,240 14,011 18,626 2,40,983 1,840 28,176	.215 181 112 414 358 68 103	2,478 692 125 45 747 27 273	5,54,383 1,57,027 18,270 15,860 2,93,950 1,420 59,117	224 227 146 352 393 53 217	1,53;55,944 40,75;881 4,45;317 4,60;559 64,02;308 60,864 9,77;036	194 184 111 320 297 70	1,67,41,253 45,34,713 4,65,868 4,69,450 65,80,500 57,973 11,48,046	212 206 116 327 288 67 136	13,85,309 4,58,832 20,551 8,891 1,78,192	2,891
16th ditto 9th ditto 16th ditto	Jorhát Cherra-Companyganj. Burma (i)	105 25 7 392	869 303 64,413	36 35 43 164	105 25 7 553	7,224 989 400 1,00,534	69 46 57 182	1,52,006 - 37,551 - 4,606 17,69,742	45 47 21 149	1,91,963 38,324 5,768 27,64,300	57 48 26 162	39,957 773 1,162 9,94,558	=
	TOTAL .	4,833	10,28,886	213	5,077	12,09,174	238	2,97,41,814	193	3,29,98,158	205	32,56,344	ì
16th Nov., 1889 16th ditto 9th ditto	Lines worked by Gua- ranteed Companies Madras South Indian Great Indian Peninsula Bombay, Baroda and	840 654 1,504	1,45,999 93,946 ( <i>j</i> ) 5,78,644	174 144 385	840 654 1,447	1,77,425 1,03,488 (k)6,72,655	211 158 465	51,86,663 34,08,162 ( <i>j</i> )2,43,38,424	193 - 163 506	56,72,401 35,69,822 (k)1,89,34,707	212 171 411	4,85,738 1,61,660	54,03,717
	Central India (l) .	461	1,91,978	416	461	4 2,31,000	501	73,58,047	499	75,26,225	512	1,68,178	
	TOTAL .	3,459	10,10,567	292	3,402	11,84,568	348	4,02,91,296	364	3,57,03,155	329		45,88,141
STATE) .	AL (GUARANTEED AND MATED EXPENSES :	1 <b>3,</b> 046	32,99,378	253	14,178	38,65,494	273	11,13,74,632 5,80,98,366	267 139	11,21,86,632 5,86,15,499	253 132	8,12,000 5,17,133	=
	NET RECEIPTS .			·		*		5,32,76,266	128	5,35,71,133	121	2,94,867	
16th Nov., 1889 9th ditto	Assisted Companies Tarakeshwar Dibru-Sadiya Bengal and North-	22 78	4,986 9,083	227 116	22 78	6,054 8,687	275 111	1,72,141 2,75,340	245 110	1,68,698 2,96,055	241 119	20,715	3,443
9th dicto .	Western Rohilkhand-Kumaun .	376 67	33,897 12,382	90 185	376 67	58,440 13,473	155 201	13,78,511 2,32,680	115	14,50,787 2,51,208	122	72,276 18,528	
	TOTAL .	543	. 60,348	111	543	86,654	160	20,58,672	118	21,66,748	125	1,08,076	
16th Nov., 1889 16th ditto .	Native States. His Highness the Nizam's Guaranteed His Highness the Gackwar's . His Highness the	310 59		98 30	354 59	51,967 3 <b>,</b> 530	147 60	10,13,051 78,591	109	13,80,391 80,882	122	3,67,340 2,291	
	Gaekwar's Viramgam Mehsána-Vadnagar	- 21	598	28	27	950	35	27,487	41	31,916	37	4,429	
16th ditto . 16th ditto . 16th ditto .	Bhávanagar-Gondal- Junágarh-Porbandar Morvi Jodhpore	209 68 124	1,840		329 68 124	24,406 2,581 7,800	38	6,01,237 1,05,837 2,11,929	95 49 53	1,16,137	89 53 53	1,75,499 10,300	3,621
	TOTAL .	791	54,607	69	961	91,234	95	20,38,132	84	25,94,370	90	5,56,238	-

(a) Includes the Dildarnagar-Ghazipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.

(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
 (i) Includes the Toungoo-Mandalay extension.
 (j) Includes the Dhond-Manmad, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
 (k) Includes the Dhond-Manmad, Khámgaon and Amraoti State Railways.
 (l) Includes the Patri Branch.

M. C. BRACKENBURY, Major, R.E.,

CALCUTTA, The 5th December, 1889. Under-Secretary.

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#### SUPPLEMENT

# The Gazette of Andia

No. 50. } CALCUTTA, SATURDAY, DECEMBER 14, 1889.

#### OFFICIAL PAPERS

A Supplement to the Gazette of India will be published from time to time, containing such Oficial Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in Part VI of the Gazette.

Non-Subscribers to the Gazette may receive the Supplement paperately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the Gazette can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post. No Official Orders or Notifications, the Publication of which in the Gazette of India is required by Law, or which it has been ustomary to publish in the Calcutta Gazette, will be included in the Supplement. For such Orders and Notifications the body of the Gazette must be looked to.

#### GOVERNMENT OF INDIA. DEPARTMENT OF FINANCE AND COMMERCE.

#### REPORT ON THE OPERATIONS OF THE SAVINGS BANKS IN INDIA FOR THE YEAR 1888-89.

No. 6308, dated Calcutta, the 13th December 1889. ORDER -By the Government of India, Department of Finance and Commerce.

Read

Report by the Comptroller and Auditor General, on the operations of the Savings Banks in India for the year 1888-89, and annexed statements.

Ordered that the report and the statements be published in the Gazette of India for general information.

E. LAWRENCE.

Under-Secretary to the Government of India.

No 117, dated Calcutta, the 4th December 1889. From—E. Gay, Fsq., Comptroller and Auditor General, To—The Secretary to the Government of India, Department of Finance and Commerce.

I have the honour to submit my report on the working of the Savings Banks in India for the year 1888-89. With the exception of a few which have been established exclusively for the benefit of certain special classes of Government employés, such as Railway non-pensionable servants, Civil Engineers and non-commissioned officers and privates of British Regiments, these Banks are open to the public, and, judging from the yearly increase in the number of depositors, seem to be steadily gaining in popularity. As before Bombay shows a larger number of depositors and average deposit balance than any other province.

2. I annex the usual statements, marked I to VII, containing the accounts and statistics for the year. It will be seen that on the 31st March 1889 there were 6,237 Savings Banks in India maintained by Government, consisting of

383,471 accounts which earned interest from Government to the amount of R26,14,830, and owned balances at their credit aggregating R7,62,58,967 exclusive of Government securities of the value of R4,81,400 held in custody by Government on behalf of depositors. There has thus been an increase this year of 85 in the number of Banks and 51,295 in the number of depositors as compared with 1887-88. During the year under review the receipts and withdrawals and interest exceeded those of last year by R66,61,650, R59,61,570, and R3,76,221 respectively.

3. The tranactions of the several classes of Banks are shewn in the following

table :-

DESCRIPTION OF BANKS.	Number of Banks.	Number of Depositors.	Interest earned.	Bank Balances.	Nominal value of Government Promissory Notes held for depositors.
			R*	R	R
Presidency, Calcutta Ditto, Madras Ditto, Bombay Railway Civil Engineers' Military Post Office  TOTAL	1 1 12 1 165 6,056	10,931 3,295 25,230 14,372 500 18,142 311,001	1,01,349 25,525 2,97,176 95,491 36,963 70,430 19,87,896 26,14,830	26,98,378 7,21,167 81,86,940 32,94,805 10,78,619 13,53,779 5,89,25,279	30,000 9,500 19,400 18,000  4,04,500

4. The subjoined statement compares the figures for the year under report with those of last year for each class of Bank. The improvement in the Post Office Banks is greater even than last year, but as, since the 1st April, the yearly as well as the total limits of deposits have been ordered to be reduced, a check to this increase may in future be expected, and in the six months already elapsed has actually occurred. The increase in the Railway and Civil Engineers' Provident Institutions is normal as explained in the last report. The Presidency Banks, Calcutta and Madras, show a falling-off owing to depositors having shewn a preference for the Presidency Post Office Banks, but the Presidency Bank, Bombay, which shewed a considerable reduction in 1887-88, has greatly increased this year, notwithstanding that the balance in the Post Office Bank in Bombay has also increased by four lakhs. The fluctuations in the Military Banks are, as usual, dependent on the movement of troops.

94 200		BER OF	Number of Accounts.		BANK BA	LA NCES.	PROM	RNMENT HISSORY OTES.	Average of Depos ITORS' BALANCES.	
NAMES OF BANKS.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease,	Increase.	Decrease.	Increase,	Decrease,
A CONTRACTOR OF THE CONTRACTOR				Specia	R	R	R	R	R	R
Presidency, Cal- cutta Ditto Madras	:::		50	166		60,149 65,150	13,400 8,500	:::	9	7
Ditto Bombay Railway . Civil Engineers' .		n are	169 1,524 35	0	1,02,181 9,86,852 2,82,556		5,600		50 446	
Military Post Office	90	5	49,844	161	83,69,366	1,20,004	31 <b></b> 0	2,200		3 4
TOTAL .	90	5	51,622	327	97,40,955	2,45,303	27,800	2,200	505	16

5. The investments by depositors in Government Promissory Notes continue to rise as indicated in Statement VI, and from Statement VII, which gives particulars by Provinces of Presidency and Post Office Savings Banks combined, it will be observed that the general growth of depositors' balances is spread over all the Provinces.

6. My ledgers relating to the Railway and Civil Engineers' Provident Institutions have been agreed with the accounts kept by the Accountant General, Public Works Department, and the Examiners of the Accounts of the several State Railways, but the Finance and Revenue Accounts are not finally closed and the figures supplied by those officers are subject to revision.

Statement I.

Number of Working Banks and of the Depositors therein on 31st March 1888-89.

	NUMBER OF BAN	Working		MBER POSITORS.	Increased (+)	AVERAGE N DEPOSITORS	UMBER OF PER BANK
Banks.	1888.	1889.	1888.	1889.	(—) in number of Depositors.	1888.	1889.
BANKS OPEN TO THE PUBLIC-		-					
Presidency Banks—							•
Calcutta	1	,1	10,881	10,931	+50		
Madras	1	1	3,461	3,295	-166		
Bombay	ı	1	25,061	25,230	+ 169		
Post Office Banks	5,966	6,056	261,157	311,001	+49,844	43	51
TOTAL .	5,969	6,059	300,560	350,457.	+49,897	×	
SERVICE INSTITUTIONS—	· ·						
State Railway Provident Institu-	12	12	12,848	14,372	+1,524	1,070	1,197
Civil Engineers' Provident Fund.	I	I	465	500	+35		
Military Banks	170	165	18,303	18,142	-161	107	109
TOTAL .	183	178	31,616	33,014	+ 1,398	•••	
GRAND TOTAL .	6,152	6,237	332;176	383,471	51,295		

#### Number of Depositors in the several classes of Banks from 1878.79 to 1888-89.

BANKS.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
BANKS OPEN TO THE PUBLIC— Presidency Banks—											
Calcutta	12,320	9,926	10,283	11,063	11,850	11,912	12,016	11,546	11,155	10,881	10,931
Madras	11,740	12,344	13,737	15,187	10,597	10,826	11,120	10,126	3.713	3,461	3,295
Bombay	30,761	32,751	37,186	42,206	43,145	46,120	48,535	48,428	26,700	25,061	25,230
Post Office Banks					39,121	84,848	122,599	155,009	219,010	261,157	311,001
District Banks	13,040	14,982	18,977	21,880	21,972	22,661	23,695	10,618	168		
TOTAL .	67,861	70,003	80,183	90,336	127,085	176,367	217,965	235,727	260,746	300,560	350,457
State Railway Provident Institutions		568	4,720	6,331	6,956	6,625	8,972	11,638	12,168	12,848	14,372
Civil Engineers' Provident				*** ***			233	313	380	465	. 500
Military Banks	16,644	20,717	17,260	18,161	13,557	20,447	16,100	15,518	16,151	18,303	18,142
TOTAL .	84,505	91,288	102,163	114,828	147,598	203,439	243,270	263,196	289,445	332,176	383,471

# Statement II.

Deposits (including Interest), Withdrawals, and Balances in the several classes of Savings Banks from 1857-58 to 1888-89 (in thousands of Rupees) as entered in the Finance and Revenue Accounts.

			200	-	DEPOSITS.	S		-					WIT	WITHDRAWALS.	ALS.							B/	BALANCE.			
YEARS.	PRESI	PRESIDENCY BANES.	0.08			State Rail-	Civil Engi-	Millio		PRESIDENCY		BANKS.			-	Civil Engi-			PRESI	PRESIDENCY BANKS.	NKS.	-		itate	Civil	
	Cal- cutta,	Mad-	Bom- bay	Banks.	Office Banks,	Previ dent Institu- tions.	Provi- dent Fund.	tary Banks,	Тотак.	Cal.	Mad- ras.	Bom- bay.	District Banks,	Post Office Banks,	way Pr.wident Institutions.	Provi- dent Fund.	tary Banks.	TOTAL.	Cal- cutta.	Mad- ras.	Born- B	District C Banks. B.	Post Office Banks,	way Provi- dent Institu- tions.	Engi- neers Proiv- dent Fund.	Mili- tary Torac.
1857-58	12,01	5,45	5,38			i	1.	i	22,84	8,18	4,12	3,67	ı	:	1	1	:	15.97	16,05	9,39	13.54		1		1	1
1858-59	24,92	19'8	11,34	:	:		:	1	7	17,23	2,68	4,92	:	:	:	;	:	27.83	23,74	12,32	10,00	196-	:		:	
1859-60 .	8,15	8,75	11,05	1	;	:		11,04	38,99	25,11	7,71 1	1,83	:	:	:	:	15,62	60.27	6,78	13.36	10.18	(e)	:	:	1	30,02
1860-61	8,19	7,52	69		:	:	:	16,36	32,76	0,40	8,69	3,64	;	:	;	:	12,46	31.10	8.57	12.10	16.23		:	i		
1861-62	2,00	7,01	5,73	:	:	ı	i	13,71	33,45	7,02	6,82	5,27	;	;	:	:	15.80	34.01	8.55	12.78	16.60	:	:	1	:	
1862-63	8,26	6,25	2,25	1	:	:	:	15,79	32,55	6,74	5,97		n!	:	:	:	15.11	27.82	10.07	12.66	1800		:	1	:	
1863-64	7,27	4:34	:		:	:	:	13,14	24,75	8,09	4.87	93	:				12.20	8. 90	0.25	1010	100	:	:	:		
1864-65	6,85	4,36	7,25		ı	:	:	15.17			Y 193	6.59	Free :	:			17.54	26,22	200	21,21	18,67	:		:		
1865-66	8,21	5,02	9,02	:	·	:	:	15.79	38,04	19.2	4,20	92.9	:				1810	2000		0000	10,01		:		:	22,45 01,01
1866-67	11,20	81,0	14,35	1	;	÷	:	12,71	44,44		-	5.84					14.95	30,27	9.51	12,40	21,33	;				
1867-68	15,58	7,40	13,21	:	:	-:	Ag	18.72	-			2 2			:	:	55.4	33.70	00,11	2,02	29,84	:	:	1		18,50 74,04
. 69-8981	21,92	-	14,97		;	:	h-1	18.51	-			210		:	:	:	10,33	40,73	-	15.64	34,93	:	1	ı		46.5
. 02-6981	22,05	-	16.80						_	-		10.	:	:	:	1	18.47	51,45	-	17,78	38,39		-1	:		20,03 1,01,13
1870-71	4.201	33/0(3)	10.70	92.1					_	200		2,03	: 9	:	:	:	17,65	59,53	-	18,73	42,43			:		20,36 1,08,10
1871-72		V. 223	21.74	4.22				24.66	-	-		-	28	:	:	i	17,51	Name and	1717	18,81	48,26	.,48		ï		17,30 1,15,00
1872-73	Sept.	6301	28.00	202				200	_		-	-	1,02	:	ï		13,46	PERSONAL PROPERTY.	-	21,09		4,08		:	128	18,50 1,30,14
1873-74	200	11.000	54.90	200				-	-		-		2,00	:	:	1	14,24	-		22,80		7,43	:	:	20	20,79 1,54,28
1874-75	2469	VA 8 359		10.33					-	-	-		3,90	:	**	<u>.</u>	14.89	-	100	23,06	89,07	11,52		1		22,40 1,80,15
1875-76	6400 5100	10.59	200	10.05			:	164/	_		2		5,51	:		::	16.75	-	29,97	22,67	88,60 16	16,34		-	23	23,56 1,81,14
1876-77		William .	2122	2660		:	1	0,43	_			-	0,54	:	;	:	18,39	-	27,91	23,43	93.86 20	20,75			23	23,60 1,89,55
1877-78	00 (PE)	3.73	58.5	1408		: :	:	17,43	-		-	10	7,85	:	ı	:	17,81	-	26,64	23,56	96,03 24	24,17		:	23	23,22 1,93,62
1878-70	100 15 AV	1000	1700	10.68			:	40,04	-	12,55	-	-	11,44	;	:		12,71	-	-		91,33 27	. 12,72	. :		23	23,55 1,92,54
1870-80	0000		2132	81.10		o	:	2/					9,28	:		-	18.41	-	24,66	22,89	88,60 32	32,11		-	22	22,98 1,91,24
1880-81		100	-	80.03		316	i		-		-	-	10,20	:	S,	:		-	28,27 2	24,89 I,	1,06,71 43	43,63		6	.:	24,76 2,28,29
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1888-89(6).	13,79	3,10 2	27,94		4,53,25 1	15,30	3,40 I.	15,26 5,	5,32,10 14	14,39 3	3,82 26,	26,92	3,	3,69,47	5,43		6,46 4,		26,08	200		58035	-		200	MINE CO

Statement III.

Classification of Depositors in the Presidency and Post Office Banks, State Railway Provident Institutions, and Civil Engineers' Provident Fund, according to their professions, on 31st March 1889.

		CLASS 1, PR	CLASS 1, PROFESSIONAL.						
		A Having fixed Incomes.	B Having variable Incomes.	Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial,	Class VI, Indefinite or Non- productive.	Тотац
BANKS OPEN TO THE PUBLIC.					4				
Presidency Banks	•	13,846	1,494	2,557	2,388	104	1,481	17,586	30.456
Post Office Banks	•	109,955	26,944	37,286	13,240	3,859	7	109,184	311,001
SERVICE INSTITUTIONS.						in the same of the			
State Railway Provident Institutions	•	10,104	:	4,268	:		:		14.020
Civil Engineers' Provident Fund	••	200	:	:		:			- 18th
Military Banks	· in the		:	18,142	:	1100	. :		18,142
TOTAL . \$ 1888-89	•	134,405	28,438	62,253	15,628	3,963	12,014	126,770	383,471
1887-88	•	120 270	22,889	54,956	12,340	2,982	7,883	110,856	332,176
INCREASE IN 1888-89	•	14,135	5,549	7,297	3,288	186	4,131	15,914	51,295
Percentage of each class in— Presidency Banks	÷	35.1	3.8	6.9	1.9	.:	3.7	44.5	100
Post Office Banks	•	35.4	8.7	12.0	4 2	1.5	3.4	35.1	100
State Railway Provident Institutions	•	70.3	:	29.7	î	:	:	:	100
Civil Engineers' Provident Fund	•	100	•		ė, ir	•	*		. 100
. Military Banks	•	:	a	100	:		1	:	. 001
TOTAL	•	48.16	2.2	59.64	5.06	£.	27.1 T.42	15.92	, 001
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Statement IV.

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Interest earned during 1887-88 and 1888-89 and the Balances held at the close of each year.	•
Interest earned during 1887-88 and 1888-89	

	INTEREST EARNED IN	SARNED IN	Increase (+)		BALANCE HELD AT CLOSE OF	Increase (+) or	AVERAGE BALANCE IN EACH BANK.	E IN EACH BANK.	AVERAGE BALANCE AT CREDIT OF EACH DEPOSITOR.	NCE AT CREDIT EPOSITOR.
	1887-88.	1888-89.	Decrease (-).	1887-88.	1888-89.	Decrease (-).	1887-88.	1888-89.	1887-88.	1888-89.
	R	#	4	Ø\$	2#	#	84	R	æ	at at
BANKS OPEN TO THE PUBLIC— Presidency Banks— Calcutta Madras Bombay	97,732 26,667 2,85,295	1,01,349 25,525 2,97,176	+ 3,617 + 1,142 + 11,881	7 27,58,527 7,86,317 80,84,759	26,98,378 7,21,167 81,86,940	60,149 65,150 + 1,02,181	27,58,527 7,86,317 80,84,759	26,98,378 7,21,167 81,86,940	253 224 322	246 233 320
TOTAL .	4,09,694	4,24,050	+ 14,356	6 1,16,29,603	1,16,06,485	- 23,118	: *		•	:
. Post Office Banks	16,73,504	968,78,61	+ 3,14,392	5,05,55,913	5,89 25 279	+ 83,69,366	8,474	9,730	193	189
SERVICE INSTITUTIONS— State Railway Provident Institutions	74,299	95,491	+ 21,192	12 23.07.953	32,94,805	+ 9,86,852	1,92,329	2,74,567	179	229
Civil Engineers' Provident Fund	25,032	36,963	11,931	7,96,063	619'82'01	+ 2,82,556	7,96,063	10,78,619	111/1	2,157
Military Banks— Bengal Madras Bombay	34,624 11,590 9,866	49,612 10,764 10,054	+ 14,988 - 826 + 188	9,62,849 6 2,77.254 2,33,680	8,81,861 2,28,089 2,43,829	80,988 - 49,165 + 10,149	9,258 7,701 7,789	8,398 8,146 7,619	65 134 141	61 123 153
TOTAL .	56,080	70,430	+ 14,350	0 14,73,783	13,53,779	- , 1,20,004	1	i	:	:
GRAND TOTAL .	22,38,609	26,14,830	3,76,221	1 6,67,63,315	7,62,58,967	94,95,652			ei:	

Statement V.

Interest earned and Balances held by Native and by European and Eurasian Depositors, respectively, as recorded in the Savings Banks' Ledgers. 10,97,368 EUROPEAN AND EURASIAN DEPOSITORS, INCLUDING ACCOUNTS OF LOCAL INSTITUTIONS. 3,59,443 24,09,430 16,34,880 87,82,649 10,02,412 2,28,089 2,43,829 8,81,861 1,66,39,961 1888-89. 4 Balance. (a) 11,44,060 3,49,575 2,33,680 23,66,023 82,55,836 7,44,073 2,77,254 11,95,377 9,62,849 1,55,28,727 1887-88. 39,282 12,746 49,003 87,052 3,01,545 34,404 49,612 5,94,462 10,764 10,054 Amount of Interest earned. 1888-89. 39,976 12,308 84,319 23,376 40,275 2,82,265 5,38,599 34,624 11,590 998,6 1887-88. R 3,202 37,305 601'01 2,147 6,142 3,311 460 14,584 1,836 1,722 Number of Accounts. 1888-89. 3,142 65,832 1,217 6,034 33,292 3,415 14,593 2,060 429 1887-88. 1,650 010,10,010 3,22,057 57,11,790 5,00,82,032 5,94,39,366 16,46,270 76,207 1888-89. : Balance. (a) NATIVE DEPOSITORS, INCLUDING ACCOUNTS OF LOCAL INSTITUTION 3,98,610 51,989 5,10,44,710 16,14,467 56,45,999 4,22,32,521 11,01,124 1887-88. R : 16,86,351 46 488 20,16,574 2,559 59,283 11,769 2,10,124 Amount of Interest earned. K 34,024 55,409 13,523 1,656 13,91,239 2,00,976 16,96,827 .04 312,762 273,696 1,148 19,088 7,729 11,061 40 1888-89. Number of Accounts. 266,344 227,865 9,433 7,739 2,244 19,027 36 1887-88. Civil Engineers' Provident Fund . . . THE State Railway Provident Institutions Post Office Banks SERVICE INSTITUTIONS-Presidency Banks-TOTAL Military Banks-BANKS OPEN TO Bengal . Madras . Bombay. Madras Bombay Calcutta

(a) Exclusive of Dead Accounts which cease to be shown in Savings Bank Ledgers.

# Statement VI.

Government Promissory Notes purchased, received and sold or returned on account of Savings Banks' Depositors.

	-	NOTES PURCHASED FOR DEPOSITORS.	CHASED	FOR DE	OSITORS		No	NOTES RECEIVED FROM DEPOSITORS.	EIVED FI	IOM DEP	OSITORS			NOTE	S SOLD C	NOTES SOLD OR KEIUKNED.	CNED.		GE	GENERAL AND ACCOUNTANT GENERAL, SOMBAY.	ND Acco	UNTANT	GENERAL	SOMB.	AY.
	1883-84.	1883-84, 1884-85, 1885-86, 1886-87, 1887-88, 1888-89, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88,	885-86, 1	886-87.	887-88.	888-89. 1	883-84.	884-85.	885-86.	1 .1886-87.		1888-89. 1	1883-84.	1884-85.	1885-86. 1	1886-87.	1887-88.	1888-89.	1882-83.	1883-84. 1	1884-85. 1	1885-86. 1	1886-87.	1887-88.	1888-89.
BANKS OPEN TO THE PUBLIC—	30 30					*	200		6		2.					194			-5.					2.3	
Presidency Banks-					K.														**		ners a	2.		No.	
Calcutta , .		1.	1 7	ler,\	28,900	21,800	1,000	7,600	2,000	2,500	200	100	3,500	7,500	2,000	1	28,900	8,500	16,000	13,500	13,600	13,600	16,100	16,600	30,000
Madras	4,500	500	1,000	200	1,000	8,500	. 1	i	1	1	* * * * * * * * * * * * * * * * * * *	Ť	4,500	200	1,000	200	- 10 - 10 - 10 - 10	4	4 :	* :	I de	1	1 %	1,000	9,500(a)
Вотрау	94,500	58,500	73,200	13,500	12,300	3,800	4,000	3,000	8,000	3,500	2,000	200	86,500	58,000	73,700	36,000	13,500	4,000	8,300	20,300	23,800	31,300	18,300	19,100	19,100 19,400(b)
Post Office Banks, 1,78,800 2,94,600 3,59,400 4,40,600 3,33,300 3,55,000	1,78,800	2,94,600	3,59,400	1,40,600	3,33,300	3,55,000	16,500	46,500	46,500 1,34,200* 88,900	88,900	14,400	14,300	1,57,000	2,48,900	3,42,600	4,33,000	4,33,000 3,19,800 3,71,500	3,71,500	800	39,100	1,31,300 2,82,300 3,78,800 4,06,700 4,04,500	2,82,300	3,78,800	4,06,700	4,04,5
SERVICE INSTITU-										4		* ***	To Copy and	1	Sec		2 4	3 3.		4	£				
State Railway Provident In- stitutions	23,800	6,200	1,000	2,500	19,200	000'6	1	1	i	in it	:		20,300	5,500	3,000	4,000	11,000	3,400	28	4,000	4,700	2,700	4,200	12,400	18,000
TOTAL .	3.01,600	3.01,600 3,59,800 4,34,600 4,60,100 3,94,700 3,98,100	1,34,600	.60,100	1.04,700	001,86,100	21,500	57,100 1,44,200	1,44,200	04,900	006'91	14,900	008,17,8	3,20,400	4,22,300	4,67,500	14,900 2,71,800 3,20,400 4,22,300 4,67,500 3,73,200 3,87,400	,87,400	25,600	32/5/3P-52/30/66	76,900 1,73,400 3,29,900 4,17,400 4,55,800 4,81,400	3,29,900	4,17,400	4,55,800	4,81,4

(a) In custody of the Secretary, Presidency Bank, (b) R 16,900 do.

(a) Includes Dead Account balance.

Statement VII,

Particulars by Provinces of Presidency and Post Office Savings Banks combined on 31st March 1889.

Class I, Professional.  A B Class II, Class III, Class IV, Having Incomes.  5,612 743 2,971 422 35  3,994 346 890 240 36  2,547 406 1,686 163 86  2,547 406 1,686 163 86  36,721 12,311 6,484 3,427 1,384  13,431 3,237 6,129 1,038 444  8,767 1,686 2,493 651 1,384  17,822 3,820 5,871 3,392 1,189  30,820 5,383 7,005 5,723 553					C	CLASSIFICATION	ICATION OF DEPOSITORS,	TORS,	•		INTEREST	INTEREST EARNED IN	BALANCE HI	BALANCE HELD AT CLOSE OF
Provinces			Class I, Pr	ofessional.		•						**		
Provinces 5,612			A Having fixed Incomes.	B Having variable	Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.		Class VI, Indefinite or Non- productive.	Total.	1887-88.	1888-89.	1887-88.	1888-89.
Provinces       3994       346       890       240       36       199       2,357       7,982       42848          2,598       401       5,923       432       58       505       1,296       11,213       37,247          2,547       406       1,686       163       86       160       2,326       7,374       32,537          36,721       12,311       6,484       3,427       1,384       4,155       40,708       165,190       4,57,645       5,57         Vestern Provinces and Oudh:       13,431       3,237       6,129       1,038       444       828       9,908       35,015       1,89,952       22,015       1,44,808       1,1           8,767       1,686       2,493       651       133       443       5,868       20,041       1,44,808       1,44,808       1,118           1,782       3,820       5,871       3,392       1,189       1,169       49,701       1,99,062       2,45,088       9,45,088       9,45,088       9,45,088       9,45,088       9,45,088       9,45,088       9,45,088       9,45,088       9,45,088       9,45,088       9,45,088	India	. pet	5,612	743	2,971	422	35	731	4,789	15,303	1,13,750	1.	34,32,268	38,02,720
7.598       401       5,923       432       58       505       1,296       11,213       37,247         7.577       2,547       406       1,686       163       86       160       2,326       7,374       32,527         7.8etern Provinces and Oudh·.       13,431       3,237       6,129       1,038       444       828       9,908       35,015       1,89,952       2,5         7.8etern Provinces and Oudh·.       13,431       3,237       6,129       1,038       444       828       9,908       35,015       1,89,952       2,5         7.8etern Provinces and Oudh·.       1,489       1,686       2,493       651       133       443       5,868       20,011       1,44,808       1,1         8.7f67       1,686       2,493       651       1,189       1,661       15,046       49,701       1,99,062       2,7         7.       17,822       3,820       5,871       3,392       1,189       1,661       15,046       49,701       1,99,062       2,7         8.       1.000       1,000       1,189       1,189       1,661       15,046       49,701       1,99,062       2,7         9.       1.000       1,189       1,189<	Central Provinces		3,994	346	890	240	36	109	2,367	7,982	42,848	1 to	13,09,916	* -
	Surma		2,598	461	5,923	432	58	505	1,296	11,213	37,247	50,746	14,35,603	7
Vestern Provinces and Oudh:       36,721       12,311       6,484       3,427       1,384       4,155       40,708       105,190       4,57,645       5         Vestern Provinces and Oudh:       13,431       3,237       6,129       1,038       444       828       9,908       35,015       1,89,952       2         **** *** *** *** *** *** *** *** *** *	Assam	•	2,547	406	1,686	163	98	160	2,326	7.374	32,527	38,594	10 24,485	11,87,792
10 Oudh 13,431 3,237 6,129 1,038 444 828 9,908 35,015 1,89,952 2  11,686 2,493 651 133 443 5,868 20,041 1,44,808 1  11,182 3,820 5,871 3,392 1,189 1,661 15,946 49,701 1,99,062 2  11,182 3,820 5,383 7,005 5,723 553 3,375 42,393 95,252 8,45,088 9,	Sengal	•	36,721	12,311	6,484	3,427	1,384	4,155	40,708	105,190	4,57,645	5,57,933	1,41,49,850	1,66,94,104
8,767       1,686       2,493       651       133       443       5,868       20,041       1,44,808       1	North-Western Provinces and Oudh		13,431	3,237	6,129	1,038	444	828	806'6	35,015	1,89,952	2,20,156	56,68,051	66,63,634
1,489       105       391       140       45       47       1,169       3,386       20,271         17,822       3,820       5,871       3,392       1,189       1,661       15,946       49,701       1,99,062       2,	· · · · · · · · · · · ·	200	8,767	1,686	2,493	651	133	443	5,868	20,041	1,44,808	1,67,818	43,19,490	50,40,598
17,822 3,820 5,871 3,392 1,189 1,661 15,946 49,701 1,99,062 2, 30,820 5,383 7,005 5,723 553 3,375 42,393 95,252 8,45,088 9, 	derar	•	1,489	195	391	140	45	47	1,169	3,386	20,271	23,256	6,12,424	6,98,262
30,820 5,383 7,005 5,723 553 3,375 42,393 95,252 8,45,088	sadras	·	17,822	3,820	5,871	3,392	1,189	199'1	15,946	49,701	1,99,062	2,22,746	59,41,370	65,53,007
	lombay	% ·	30,820	5,383	7,005	5,723	553	3,375	42.393	95,252	8,45,088	9,49,393	2,42,24,504	2,65,54,088
	ost Office Dead Accounts	•	:	:			. :	:	:	:	;		67,555	
				•										
		1					2			, /4.				
. 123,801 28,438 39,843	Total	y ckor	123,801	28,438	39,843	15,628		12,014	126,770	350,457	20,83,198	24,11,946	6,21,85,516	(a) 7,05,31,764

### GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

#### Weather Review of India for the week ending at 8 a.m. on Monday, December 2nd, 1889.

The weather of the past week has been remarkable for its exceeding quietness throughout the whole of the Indian region. The geographical positions of
the areas of high and low pressure have been maintained unaltered throughout
the week, so that, though, owing to variations in the intensity of the barometric
changes in different parts of the country, the relations existing between the areas
of high and low pressure have undergone modifications, the general weather,
winds, &c., over India have remained comparatively unaffected.

The chart of the 26th showed an area of high pressure overlying Central India, the west of the Central Provinces, Berar and Khandesh. From this region pressure decreased in all directions, was relatively low in the Indus Valley and along the foot of the Himalayas and lowest over the Andaman Sea. 'Calm and variable winds prevailed over the Punjab, westerly winds down the Gangetic Plain, northerly and north-north-westerly winds over Bengal and the east of the Peninsula, north-easterly winds on the west coast, calms in the Central Provinces, and variable breezes in Burma. The force was generally light or moderate. On the following day the general distribution of pressure was the same except that the barometer had risen along the Himalaya range and the low-pressure area had disappeared from that region. Calms had extended over Northern India, but otherwise the winds showed little change. On the 28th the chart still showed the same distribution of pressure and the same circulation of the winds. On the 29th the chart showed that the high-pressure area had undergone considerable extension, and that it covered nearly the whole of North-Western and Central India as well as the greater part of the Peninsula. Owing to this extension of the highpressure area gradients had increased somewhat over the Bay and the wind had shifted to the northward over Burma. Between the morning of the 29th and that of the 30th pressure increased over North-Western India and fell elsewhere, so that at 8 A.M. on the 30th a difference of over 30 of an inch existed in the pressures of the Punjab and of Burma. With this increase in the barometric differences the calms which had previously prevailed over the Gangetic Plain disappeared and a steady westerly or west-north-westerly current set in. Elsewhere the wind circulation was generally unchanged. On the following day the barometer was falling almost everywhere, but the change was fairly uniform, and the general distribution of pressure and circulation of the winds were the same as those reported on the preceding day. On the 2nd the chart showed that the barometer had fallen over the western half of the Indian region and risen over

at records cated a self-so-from outred

the eastern half: hence there had occurred a slight decrease in the barometric gradient. This, however, was the only important change.

Temperature.—The past week has on the whole been warm over Northern and Central India and Burma and cool over the Peninsula. The excess for the week ranged from only o<sup>c</sup>·1 in Burma to 1°8 in Guzerat and Central India, while the deficiency ranged from o<sup>c</sup>·4 in Madras to 1°·5 in Bombay. The warmest day relatively to the average was the 26th when every Province in India recorded an excess of temperature.

The following table shows the excess or defect of the mean average temperatures of the different Provinces for the present and for the preceding week:—

Provinces.	Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
	0.	
Burma	-0.3	+0.1
Bengal	+2.7	+1.0
North-Western Provinces	+2'3	+1.4
Punjab	-0.7	+0.4
Bombay	-1'2	-1.2
Central Provinces and Berar	+14	+1.1
Guzerat and Central India	-0.6	+1.8
Sind and Rajputana	-0.6	+1.3
Madras	+1.4	-014

This table shows that, except in Bengal, the North-West Provinces and the Peninsula, the weather of the past week has been relatively warmer than that of its predecessor.

Rain.—The rainfall, except in Tenasserim and Lower Burma, has been lighter than usual in all parts of the Indian region, and over a very large part of the country no rain whatever has fallen during week. The normal rainfall of the week is of course ordinarily very light, except in the Carnatic. This is shown by the rainfall of Tenasserim and Lower Burma, where, as noted above, there has been a slight excess, and where the average rainfall only equals \(\frac{1}{4}\) of an inch. Still in ordinary years there are only three of the rainfall districts which do not receive any rain during the week, while in the present year there are no fewer than 37 districts which have not received a drop of rain.

The charts show that slight showers were reported from Travancore on the 26th and 27th November, from Burma on the 27th, 28th, 29th, 30th November and December 1st and 2nd, and from Assam on the 26th, 27th, 29th and 30th November. Showers also occurred in the North Canara and Belgaum districts on one day. On the East Coast the rainfall was confined to the Kistna, Tanjore, Madura, and Tinnevelly districts. The seasonal deficiency in the Carnatic ranges from 66 per cent. in Madras South, to 32 per cent. in the East coast central. To the north of the Kistna district there is an excess.

	. P		L DATA F		RAINFALL TOBER TO		
PROVINCE.	Division.	Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 15th Oc- tober to 2nd De- cember.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches,	Inches.	Inches.	Per cent
The internation of	Tenasserim	0'25	0.12	+0.10	16.66	5.02	+232
	Lower Burma	0.50	0'20	+0.00	7'38	5'87	+ 26
BURMA	Central do	0	0,12	-0.12	6.06	4 05	+ 50
	Upper do	0.02	3 0	0	3.62	5'35	+ 38
	Eastern Bengal	* 0	0.13	-0.13	7'33	3.63	+102
	Assam (Surma)	0'03	0.08	-0.02	4.20	3.26	+ 28
Harris Control of the	Do. (Brahmaputra) .	0.10	0.27	-0.17	1.36	2'52	- 46
	Deltaic Bengal.	0	0.03	-0.03	9'52	2:85	+234
BENGAL AND ASSAM	Central do	0	0,05	-0.03	4'02	2.32	+ 74
cer de la la la la la la la la la la la la la	North do	0	0.05	-0.03	0.60	2'40	— 71 上 702
	Chutia Nagpur	0	0,11	-0.11	15'44	1.68	+ 192 + 78
100	Behar (South)	0	0.10	-0:10	0.24	1.2	- 64
	Do. (North)	0	0.02	-0.02	0.42	1.31	- 68
4	North-Western Provinces						
	(East)	0	0,01	-0.01	1'23	0.80	+ 38 - 86
	Oudh (South)	. 0	0.03	-0.03	0.02	0.32	- 86
NORTH - WESTERN	Do. (North)	0	0.03	-0.05	0'04	0.13	- 69
PROVINCES AND	North-Western Provinces			5.635			•
OUDH.	(Central)	0	0.01	-0,01	0.01	0.39	- 97
1007	(West)	0	0.03	-0.03	0	0.08	e-100
grinery a.	North-Western Provinces (Submontane)	0	0.03	-0.03	0.14	0 34	- 59
				Light State of the			3,
	Punjab (South)	0	0.03	-0.03	0	0,13	-100
State of the second	Do. (Central)	0	0.03	-0.03	0	0.53	-100
PUNJAB	Do. (Submontane) . Do. (Hill Districts) .	0	0.07	-0.07	0	0.10	-100
	Do. (North-west)	0	0.19	-0.16 -0.16	0,01	0.82	-100
1	Do. (West)	0	0.04	-0.04	0	0,10	- 99 -100
	Malabar	0,00	0'57	-0'40	10.60	10'17	+ 4
	Madras (South Central) .	0.15	0:65	-0.23	4.86	10'14	- 52
BOMBAY AND MALA-	Coorg	0.55	0.24	-0.02	11.76	8.29	+ 42
BAR COAST DIS-	Mysore	0.03	0.17	-0.14	2.10	3.83	- 45
TRICTS (MADRAS).	Konkan	0.07	0.00	+0.01	4'90	1'97	+149
-	Bombay Deccan	0.03	0.10	-0.14	5,10	3 27	+ 56
A State of A	Khandeish		0.10	-0.10	1.56	2.41	- 54
	Berar	0	0.114	-0.14		2'07	- 450
CENTRAL PROVING	Central Provinces (West) .	0	0.00	-0.00	3'14	1.07	+ 52 +176
CES AND BERAR.	Do. (Central)	0	0.00	-0.00	1'72	0'94	+ 83
(	Do. (East) .	0	ó	0	1:97	1.04	+ 89
. (	Guzerat	0	0.04	-0.04	0'02	0.48	- 96
Bombay (North)	Kattiawar	· O	0	0	. 0	0'24	-100
telephikal a min p		0	0.03	-0,03	0	0.10	- 100
RAJPUTANA AND	Central India (East). Rajputana (East), Central	0	0,13	-0.13	0.13	0.62	- 80
CENTRAL INDIA.	India (West) .		0.0	0.07	60-1988	CASSAGE S	S. S. William
CENTRAL INDIA.	Rajputana (West)	0	0.01	-0.0i	0	0.15	-100
CONTRACTOR TO BE STEEL	East Coast (North)	0	0.20	-0.20	12.26	7.63	+ 61
	Do. (North)(a)	0	?	-0.20	8.00	703	7 01
	Hyderabad (South)	0	0.10	-0.10	2'46	1.97	+ 25
Madras	Madras (Central)	# _ O	0.37	-0.37	4.26	4'25	+ 7
A STATE OF THE PARTY OF THE PAR	East Coast (Central).	0.02	1.48	-1.43	8:75	12.81	- 32
	Do. (South)	0.01	1,33	-1.32	5'34	13.49	<b>—</b> 60
	madias (South)	0.04	0.86	-0.79	3.28	10.03	- 66

W. L. DALLAS,
Assistant Meteorological Reporter to the
Government of India.

SIMLA, 5th December, 1889.

avinculating appropriate Tuesta. Bogs will be poor the secon

E. C. BUCK,
Secretary to the Government of India.

### GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

## . Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending 7th December.—Rainfall very slight in Vizagapatam and Tinnevelly; none elsewhere. Dry crops perishing from failure of north-east monsoon over considerable areas in Chingleput, North Arcot and South Arcot, and over limited areas in Tanjore, Madras, Tinnevelly. Coimbatore and Salem; wet crops under rain-fed tanks also perishing in some tracts; crops elsewhere good. Prices risen largely in Tanjore, Trichinopoly, Madura and Tinnevelly, slightly in other districts. Prospects in all districts named largely dependent on early fall of rain.

Bombay.—For week ending 11th December.—Late crops in parts of the Deccan and Karnatak require rain. Cotton and other standing crops good. Harvesting and sowing operations progressing. Opium sowing continues in Baroda. Fodder generally sufficient and agricultural stock good.

Bengal.—For week ending 10th December.—No rain during the week. General agricultural prospects are favourable. Rice harvest is progressing. In many districts the outturn is estimated to be 16 annas or nearly 16 annas. In Hooghly it is about 10 annas for the whole district, and in parts of Burdwan it is poor. Rabi crops are doing well, and are generally satisfactory, except in Orissa where the loss by the recent storm and heavy rain has been considerable. Sugarcane is reported on well except in Pubna and Furreedpore where it will be a short crop. Poppy promises to be an excellent crop in Behar and Hazaree-bagh. Tobacco prospects are good, and ganja is a promising crop in the Rajshaye district. Prices of common rice continue to fall in almost all the Behar districts. In some districts of Bengal Proper and in Balasore a rise in the price has been reported. In Chota Nagpore prices have been stationary.

North-Western Provinces and Oudh.—For week ending 11th December.—Clear cold weather prevails, and the rabi crops generally are doing well. Rain much wanted in unirrigated tracts. Poppy sowings in Partabgarh are reported to have failed in many villages and the fields are being resewn. Locusts have appeared in one pargana of the Rae Bareli district and in the sadr tahsil of Fatehgarh. Food stocks are ample and prices steady.

Punjab.—For week ending 11th December.—Slight rain has fallen in Rawalpindi and Peshawar. Prices stationary in all districts except Delhi and Rawalpindi where they are rising. Harvesting of kharif crops nearly over. Sowings of rabi still in progress. Prospects of standing crops on well-irrigated lands good; but they are generally unfavourable on other soils for want of rain which is urgently needed. Fodder sufficient throughout the province.

Central Provinces.—For week ending 11th December.—Weather clear and cold. Young rabi crops in excellent condition. Cotton, jowari and rice being harvested and are yielding good outturn. Prices generally steady.

Burma.—For week ending of th December.—Slight rain fell in the following districts of Lower Burma:—Pegu, Moulmein, Amherst, Tavoy and Mergui; in Upper Burma there was no rain. The rainfall has been a little short in Meiktila. The crop prospects in both Upper and Lower Burma are good, and the food supply is sufficient throughout the province. In Lower Burma the price of paddy has fallen in Thayetmyo and risen slightly in Tharrawaddy and Bassein, in other districts prices show no fluctuations. In Upper Burma a fall is notice-

able in the Ruby Mines and Sagaing districts, and a slight rise in Katha. Pakoku and Magwe.

Assam.—For week ending 11th December.—Weather cold. Reaping of cold weather rice continues. Tea and other crops doing well.

Mysore and Coorg.—For week ending 11th December.—Crops generally good. Prospects favourable, but more rain is required for lately sown crops in the Kolar district. Outturn of harvests fair. Prices slightly risen in the Bangalore and Mysore districts.

Picking of coffee crops commenced in Coorg. Rice harvest begun.

Berar and Hyderabad.—For week ending 11th December.—In Berar the weather is clear and cold. Cutting of jowari commenced in some places. Picking of cotton continues. Rabi in good condition. Prices almost stationary. Fodder sufficient.

No rain during week at Hyderabad. Harvesting of abi crops continues. Rabi crops thriving. Prices stationary.

Central India.—For week ending 11th December.—The following changes have occurred since last report. Condition of agricultural stock indifferent in Bhopal and prices steady. Condition of standing crops in Bhopawar Agency very good and outturn expected equal to average. Prices have fallen in Manpur and are steady in other parts of the Agency.

Rajputana.—For week ending 11th December.—Agricultural operations satisfactory. Standing crops generally good, but slightly damaged by locusts in Marwar. Agricultural stock good. Pasturage or fodder dear in Marwar, sufficient elsewhere. Prices rising in Jhallawar, steady elsewhere.

Nepal.—For week ending 5th December.—No rain, weather cold; mornings foggy. Agricultural operations satisfactory.

E. C. BUCK, Secretary to the Government of India.

# GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA'DURING THE MONTH OF OCTOBER, 1889.

No. 1.—As to Age and Sex.

•			DEM	ERAR	١,		TRIN	NIDAI	D.		Fıj		- 1	MAUI	RITIU	s.	1	N	ATA	L.	1	Su	RINA	M.	To	TAL.	1
		Male.	Female.	Fotal.	Proportion of		Female.	Total.	Proportion of		remale. Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of	-	Female,	Total.	Proportion of	0	Female.	Total.	Proportion of women to men	Male.	Female.	+
Under 2 years .		17	18	35	0		400					100			1				de	900		1	-	1			
from 2 to 10 years		66	43	109	y 100				2		4																
,, 10 ,, 20 ,, .	•	34	17	51	every													1	1				4				
,, 20 ,, 30 ,,		219	128	347	n to			10.	A		-										ď.	2	1				10 H
,, 30 ,, 40 ,, .		44	18	62	women					24	4		·					- 1				1			4		
,, 40 ,, 50 ,,	Sec.	4	1	5	48 w	15												1		***	A		100			***	
bove 50 ,, .					54.										100	. 1	12	1		***							
GRAND TOTAL		-84	-	609							-							-				-					

# No. 2 .- As to places whence Emigrants came to Calcutta for Embarkation.

The same of the same of	1	-				Table 1	-	-	-	The control of	- The same	-	-	-	Janety Ton		-		-	Mary .			
Orissa								an.	 			***											
Western Bengal						,			 						,			l					
Central ,									 							***							
Castern ,,				5000	3				 							-00	***	l					
lehar	76	52	128						 								2.	1.1.					
North-Western Provinces	200	26	326	14.			***		 7						*								
Oudh	100	46	146				Lea		 Sec. 18			****											
Central India	4	1	5						 								1.						
unjab	4		4						 														
Nepal and Native States.				****			74		 														
Mixed, Bombay & Madras									 													33	
GRAND TOTAL . 3	84	225	609						 9	Car.		·					No.			75	-		1000

# No. 3.-As to Caste and Religion.

Brahmins and high castes	1	4	22	36		***		 	 						 			 ***	 	
Agriculturists	15	0	62	212	ж.			 	 						 			 	 	
Artisans	5	2	18	70				 	 	***			3		 			 	 	
Low castes	12	7 8	84	211				 	 		9.			***	 			 	 	
Musulmans	4		39	80				 	 				•••	10	 			 	 	
Christians	1.							 	 		40	35			 	***	·	 	 	
GRAND TOTAL .	38	4 2	25	609			***	 	 					30	 	)6		 	 	

MEMORANDUM.	Male.	Female.	TOTAL.
1. Hindus	. 343	186	529
2. Musulmans .	. 41	39	8o
3. Christians .			
TOTAL	. 384	225	609

J. W. P. MUIR-MACKENZIE, Under-Secretary to the Government of India.

# GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

# No. XXXIII of 1889-90.

### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used, as far as possible.

		WEE	OVEMBER,	17TH 888.		K ENDING VEMBER, 18		RECEIPTS F	ROM	RECEIPTS F	ROM		
Latest Return		mean pen.	RECEIP	rs.	mean pen.	RECEIP	rs.	NOVEMBER,		NOVEMBER,		Total	Total
received.	RAILWAYS.	Total mea length open.	Total.	Per mile open.	Total mea length open.	Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.	Increase	Decrease in 1889-90
	State Lines worked by		R	R		R.	R	R	R	R	R	R	R
23rd Nov., 1889 23.d ditto 23rd Nov., 1889 23rd ditto .	Companies : East Indian Patna-Gya Dildárnagar-Gházipur Sindia Rajputana-Malwa Bengal-Nágpur (d)	1,514 57 12 75 1,664 183	9,46,097 10,483 760 6,414 3,36,850 24,967	625 184 63 86 202 136	1,526 57  1,672 305	(a) 5,01,324 10,220 (b) (c) 3,58,000 (e) 37,263	591 179  214 122	2,65,96,778 3,15,122 40,687 2,24,651 1,12,33,859 8,86,971	532 167 103 91 205 144	(a)2,66,67,029 3,09,480 (b) (c) 1,18,03,090 (e)10,73,287	530 164  216 100	70,251  5,69,231 1,86,316	5,642 40,687 2,24,651
23rd ditto .	Southern Mahratta(f) Ditto Mysore Sec-	854	79,596	93	978	79,374	81	24,69,167	88	25,24,570	87	55,403	
23rd ditto .	Indian Midland Villupuram-Guntakal,	136	11,448	- 84	296 746	(g) 81,096	75 109	3,73,422 4,18,312	93	5,89.734 (g)18,04,921	71 81	2,16,312	· · · · · ·
23rd ditto .	Nellore Branch Bareilly-Pilibhit	83 36	4,700 2,394	57 67	83 36	4,357 2,003	52 56	1,56,997 50,930	57 44	1,57,674 62,160	58 54	677 11,230	
	TOTAL .	4,754	14,35,829	302	5,699	14.95,708	262	4,27,66,896	272	4,49,91,945	250	22,25,049	
23rd Nov., 1889 23rd ditto 23rd ditto 23rd ditto 23rd ditto 23rd ditto 23rd ditto	State Lines worked by Government. North-Western (h) Oudh and Rohilkhand Bengal Central Wardha Coal Eastern Bengal Nalháti Tirhoot Lucknow-Sitapur-Sih-	2,469 692 125 45 673 27 273	5,44,159 1,60,885 15,040 22,589 2,33,937 1,848 44,509	220 232 120 502 348 68 163	2,478 692 125 45 747 27 273	5,53,679 1,55,424 14,380 16,761 2,62,660 1,990 50,862	223 225 115 372 352 74 186	1,59,00,103 42,36,766 4,60,357 4,83,148 66,36,245 62,712 10,21,605	195 186 112 325 299 72 122	1,72,94,932 46,90,137 4,83,512 4,86,931 68,63,619 60,705 11,93,179	212 205, 117 329 290 70 137	13,94,829 4,53,371 23,155 3,783 2,27,374	   2,007
23rd ditto . 23rd ditto . 23rd ditto . 16th ditto .	ramau Jorhat Cherra-Companyganj. Burma (i)	105 31 7 441	6,236 815 280 65,376	59 26 40 148	105 25 7 553	6,277 895 409 89,160	60 36 58 161	1,58,242 38,366 4,886 18,35,118	46 38 21 149	1,98,240 39,219 6,177 28,62,123	57 48 27 162	39,998 853 1,291 10,27,005	
	TOTAL .	4,888	10,95,734	224	5,077	11,52,497	227	3,08,37,548	194	3,41,78,774	206	33,41,226	
23rd Nov., 1889 23rd ditto 16th ditto 23rd ditto	Lines worked by Gua- ranteed Companies Madras South Indian Great Indian Peninsula Bombay, Baroda and		1,77,290 1,66,863 (j) 7,21,412	211 163 480	840 654 1,447	1,93,543 1,08,830 (k)7,61,454	230 166 526	53,63,953 35,15,025 (j)2,50,59,836	194 163 506	58,59,632 36,80,823 (k)1,97,01,154	212 171 416	4,95,679 1,65,798	53,58,682
	Central India (l)	461	2,41,337	524	461	2,47,000	536	75,99,384	500	77,80,736	514	1,81,352	
CRAND TOTA	TOTAL .	3,459	12,46,902	360	3,402	13,10,827	385	4,15,38,198	364	3,70,22,345	331	W S	45,15,853
STATE) .	AATED EXPENSES	13,101	37,78,465	288	14,178	39,59,032	279	11,51,42,642 6,00,84,107	268 140	11,61,93,064 6,07,38,908	254 133	10,50,422 6,54,801	
	NET RECEIPTS .		M					5,50,58,535	128	5,54,54,156	121	3,95,621	
23rd Nov., 1889 16th ditto 23rd ditto	Assisted Companies Tárakeshwar Dibru-Sadiya Bengal and North-	22 78	5,259 7,512	239 96	22 78	5,383 8,359	245 107	1,77,400 2,82,852	244 110	1,73,157 3,04,415	240 118	21,563	4,243
23rd ditto .	Western	376 67	48,031 8,787	128 131	376 67	41,810 12,370	111	14,26,542 2,41,467	115	14,92,993 2,63,785	121 123	66,451 22,318	
	TOTAL .	543	69,589	128	543	67,922	125	21,28,261	119	22,34,350	125	1,06,089	1.
23rd Nov., 1889	Native States. His Highness the Nizam's Guaranteed His Highness the	310	33,552	.08	354	55,257	156	10,46,603	109	14.43,262	124	3,96,659	.,.
23rd ditto .	Gaekwar's His Highness the Gaekwar's Viramgam	59	3,511	59	59	2,480	42	82,101	42	84,001	43	1,900	1
23rd ditto .	Mehsana-Vadnagar . Bhavanagar-Gondal-	21	974	46	27	850	31	28,461	41	32,764	37	4,303	
23rd ditto .	Junágarh-Porbandar Morvi Jodhpore	209 68 124	23,854 3,042 5,703	45 46	329 68 124	26,972 2,751 6,200	82 40 50	6,25,090 1,05,879 2,17,633	95 49 53	8,04,311 1,19,332 2,14,096	89 53 53	1,79,221	3,537
	TOTAL .	791	70,636	89	961	94,510	98	21,08,767	84	26,9,,766	91	5,88,999	

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.

(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patri Branch.

CALCUTTA, The 12th December, 1889. M. C. BRACKENBURY, Major, R.E., Under-Secretary.



# SUPPLEMENT

# The Gazette of Andia.

No. 51. 3 CALCUTTA, SATURDAY, DECEMBER 21, 1889.

### OFFICIAL PAPERS.

A Supplement to the Gazette of India will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in Part VI of the Gazette.

Non-Jubscribers to the Gazette may receive the Supplement separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the Gazette can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees in feat by Post.

No Official Orders or Notifications, the Publication of which in the Gazette of India is required by Law, or which it has been ustomary to publish in the Calcutta Gazette, will be included in the Supplement. For such Orders and Notifications the body of the Gazette must be looked to.

# GOVERNMENT OF INDIA. HOME DEPARTMENT.

# RULES FOR THE GUIDANCE OF INDIAN GOVERNMENT SCHOLARS IN ENGLAND.

No. 122 (Public), dated India Office, London, the 7th November 1889.

From-The Right Honourable Viscount Cross, G.C.B., Her Majesty's Secretary of State for India,

To-His Excellency the Most Honourable the Governor General of India in Council.

In continuation of my Despatch No. 45, dated the 24th of March 1887, I enclose, for the information of Your Excellency in Council, a copy of the Rules for the guidance of Indian Scholars while in this country, as recently revised by me.

2. I request that these revised Rules may be substituted for the Rules forwarded with the Despatch above mentioned.

# Rules for Indian Government Scholars in England.

- 1. Every scholar shall, on reaching England, at once present himself at the India Office, and report his arrival in writing.
- 2. Every scholar shall, without any unnecessary delay, inform the Secretary of State to which University he intends to proceed, and shall at once take steps to enter himself at the College he has selected.
- 3. Every scholar shall, within four weeks of reaching England, submit for the approval of the Secretary of State a statement showing the general course of study he proposes to follow; and the course approved shall not be changed without the sanction of the Secretary of State.

4. Every scholar shall, at the end of each University term, submit to the Secretary of State a certificate from the proper College or University authority, showing that his residence, conduct, and progress in study have been satisfactory during the term.

5. Every scholar shall at all times obey such instructions as he may receive from the

Secretary of State.

6. Subject to a due compliance with the above conditions, the allowance, at the rate of 2001. a year for three years, will be paid quarterly, in advance, by the India Office, commencing from the date of the scholar's reporting his arrival in England.

7. Every scholar will forfeit his scholarship who, not being disabled by illness or prevented by any other cause which the Secretary of State may consider sufficient, fails to complete a residence of three years in England, or who is guilty of misconduct or disregard of the orders of the Secretary of State. If a scholarship be forfeited, the scholar will lose his claim to a free return passers to India and will fourther become lighted to refund the certain fails for the scholar will fourther become lighted to refund the certain fails for the scholar will found the certain fails to complete a scholar will found the scholar will found the scholar will found the scholar will found the scholar will found the scholar will found the scholar will found the scholar will found the scholar will be scholar will found the scholar will found the scholar will be sch return passage to India, and will further become liable to refund the cost of his free passage to England.

8. The scholars will be under the special supervision and charge of the Political Aide-de-Camp to the Secretary of State, through whom the necessary orders will be given, and to whom

all reports and other communications respecting them should be sent.

C. J. LYALL, Offg Secy. to the Govt. of India.

### GOVERNMENT OF INDIA.

# REVENUE AND AGRICULTURAL DEPARTMENT.

# Weather Review of India for the week ending 8 a.m. on Monday, December 9th, 1889.

Exceptionally fine settled weather has prevailed throughout the Indian region during the week under review. With the single exception of the 5th, when a slight and temporary modification occurred, the distribution of pressure and the general direction of the various wind currents have continued uninterruptedly the same throughout the week. In consequence the weather has also been settled, and with one or two local exceptions there has been no rain throughout the whole country.

The chart of the 3rd showed a large high pressure area overlying North-Western India and a low pressure area over the Andaman Sea. The difference of pressure was not large, readings ranging from 30.077" at Jeypore to 29.868" at Diamond Island. The winds were feebly cyclonic over Sind and Guzerat and the neighbouring portions of the Arabian Sea. Elsewhere the directions were generally normal, except over the Bay, where they were unusually northerly and north-westerly. Many calms were reported from North-Eastern India. The only changes of importance on the 4th were the brisk barometric fall at Jacobabad and Dera Ismail Khan and the shift of wind south-east at some stations in the Punjab. These changes pointed to the existence of a low pressure area over the Indus Valley.

In other respects the distribution of pressure, the winds, and the weather were unchanged. The observations of the 5th showed that a shallow depression had crossed the Punjab, and that the centre lay between Lahore and Sirsa. Slight cyclonic movements were shown by the winds in the Punjab, but the influence of the depression was restricted to that Province, and conditions elsewhere were unaltered. By the morning of the 6th the depression had disappeared and pressure decreased steadily from a maximum in the Indus Valley to a minimum over the Andaman Sea. The wind directions remained fairly normal except for the unusual on this day. On the 8th pressure began to give way over the whole of the Indian region; but as the fall was fairly uniform the relative distribution remained unaltered, and the wind circulation was unchanged. On the 9th pressure was still falling, but the decrease continued general and fairly uniform, and hence there was no alteration in the relative distribution.

Temperature.—During the past week a steady rise of the general temperature over India occurred till the 5th when it reached its maximum. From that date a steady fall set in and lasted till the close of the week. The mean temperature was above the normal average during the whole week in the Central Provinces and Madras, and for five out of the seven days in all other provinces except Bombay, Sind, and Rajputana, where the majority of days were cooler than the average. A sudden fall of temperature occurred over Baluchistan on the 5th, and this fall subsequently spread into Sind and Rajputana. The following table shows the variations of the mean temperature of the present and of the past weeks from the normal average:—

			Pr	ovi	NCES.			Difference of mean temperature of last week from normal.	Difference of mear temperature of present week from normal.
								0	10
Burma							duren i	+0.1	+0.7
Bengal	•							+1:0	+0.6
North-W	estern	Prov	inces					+1'4	+1.2
Punjab								+0'4	+0.8
Bombay							1 .1	-15	-0.3
Central F	Provinc	ces						+11	+2.9
Guzerat a	and Ce	entral	India					+1.8	+1.6
Sind and	Rajpu	itana						+1.3	-1.3
Madras								0'4	+1.5

This table shows that the general temperature exceeded the average in all regions except Bombay, Sind, and Rajputana, and that in all provinces except Sind and Rajputana and Bengal the mean temperature relatively to the average was higher than in the previous week.

Rain.—The past week has been practically rainless throughout the whole of the Indian region. The highest average fall was in Tenasserim, where it slightly exceeded one-tenth of an inch. In forty-two divisions no rain whatever fell during the week, and in three others the average fall of the division was only 0.01 inch. As will be seen from the second column of the accompanying table, the average rainfall over the greater part of India during the week under review is exceedingly slight, but in Malabar, the East Coast, North, Central and South, and Madras South, the average is between half an inch and an inch, and in some of these divisions, where the deficient fall of the present week exceeds deficient falls in several preceding weeks the want of rain is very serious.

What little rain fell during this week, occurred on the following dates:-

In	Tenasserim	on the	3rd	and	4th.
,,	Lower Burma	**	5th	- 11	6th.
,,	Assam	11	6th	.,,	7th.
"	North-West Punjab	. 11	5th	"	6th.
,,,	Malabar	"	6th	. 27	8th.
"	Sind		3rd.		
33	South Madras	11	9th.		

The heaviest falls during the week were I inch at Quilon, o'5 inch at Tinnevelly, and o'4 inch at Murree. The rainfall in the North-West Punjab was very slight and confined to the montane and submontane districts close to the North-West frontier.

The concluding column of the table shows that practically no rain whatever has fallen over the whole of the Punjab and Rajputana, and the greater part of the North-Western Provinces, Sind, Guzerat, and Kattiawar, since the 15th of October up to the present date, and that over the south of the Peninsula, the seasonal rainfall is from 35 to 65 per cent. short of the normal average.

Nede and estimates	erea mitence e forma		LL DATA F		RAINFALL 15TH TO	DECEMBER	м Остовет с 9тн 1889.
PROVINCE.	Division.	Average actual rainfall of Division,	Average normal rainfall of Division,	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 15th to 9th Dec- ember.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
igano, i med an	Same of many many wants	Inches.	Inches.	Inches.	Inches.	Inches.	Per cent
engationetry remain	Tenasserim	0,11	0	+0.11	16.77	5'02	+234
Subsection and the profit of the	Lower Burma	0'04	0.00	-0'02	7'42	5 93	+ 25
BURMA	Central do	0	0.03	-0.05	5.00	4'07	+ 49
100 m	Upper do	0	3,	7 -0.07	3.62 7.39	541	+ 37
englis kenalansar	WEST AND STREET	rear Lai					
	Assam (Surma)	0.05	0.33	-0.01 -0.30	7'33	4.02	+ 82
	Do. (Brahmaputra) .	0.00	0.13	-0'07	4.28 1.41	3.59	+ 28
	Deltaic Bengal	0	0'14	-0'14	9'52	2.00	- 47 +218
BENGAL AND ASSAM	Central do	0	0.08	-0.08	3.57	2'43	+ 47
	North do	0	0.03	-0 03	0.60	2'43	- 72
	Orissa	0	0'20	-0'20	15'44	5'49	+181
	Chutia Nagpur	0	0 05	-0.02	2'99	1.43	+ 73
	Behar (South) Do. (North)	0	0	0	0'54	1.25	- 64
	Bo. (North)	0	0	0	0'42	1,31	<b>—</b> 68
	North-Western Provinces	gare to the sta				5)465 3866	
	(East)	0	0	0	1'23	0.89	+ 38
	Do. (North)	0	0.03	-0.03	0.02	0.38	- 87
North-Western	North-Western Provinces		0.08	-0.08	0.04	0.51	— 8i
PROVINCES AND	(Central)	0		. 0	0.01	0.30	
OUDH,	North-Western Provinces		0		0.01	0.39	- 97
As har-	(West) North-Western Provinces	0	0.02 '	-0.02	0	0.13	~100
	(Sub-montane)	0	0.02	-0.02	0 14	0.30	- 64
	Punjab (South)				1200		o Lord
	Do. (Central)	0	0.07	-0.02	. 0,	0'20	-100
State of the state	Do. (Sub-montane)	0	0.021	-0.51	0	0.37	-100
PUNJAB .	Do. (Hill Districts) .	0	0'26	-0'26	0	0.87	-100 -100
	Do. (North-West) .	0.01	0.19	-0 15	0'02	0.08	- 98
	Do. (West)	0	0.03	-0.03	0	0.23	-100
1	Malabar	0.06	0'52	-0.46	10.66	10.68	STATISTICS.
	Madras (South Central)	0	0.61	-0.61	4.86	10.76	- 55
BOMBAY AND MALA-	Coorg	0	0'07	-0.07	11.76	8.6	+ 41
BAR COAST DIS-	Mysore	0	O.II	-011	2'10	3'94	- 52
TRICTS (MADRAS).	Konkan	0	0'02	-0.03	4'90	1.00	+146
	Bombay—Deccan	0	0'17	-0.17	5'10	3.44	+ 48
1	Khandeish	0	0.01	-0.01	1'26	2.72	- 54
	Person	o carried		A	- 10,0		<del>-</del> 54
CENTRAL PROVINS	Berar	0	0.19	-0.19	3.14	2.53	+ 41
CES AND BERAR.	Do. (Central)	0	0,00	-0.00	2 95	1.10	+154
(	Do. (East)	0	0.00	-0.00	1.42	110	+ 50 + 73
word in the great	C. Imprimines that a	Swind of		on California		25321001	1 73
Downey (Norma)	Guzerat	0	0'02	-0.03	0'02	0.20	- 96
BOMBAY (NORTH)	Kattiawar	0.01	0,01	-0.05	00	0.50	-100
		0 01	001	0	0.01	0.10	— 9u
Comments of the Comments of th	Central India (East)	0	0.00	-0.00	0.13	0.41	- 82
RAJPUTANA AND ) CENTRAL INDIA.	Rajputana (Fast), Central					以的数据证	11-11-11
CENTRAL INDIA.	India (West)	0	0,01	-0.01	0	0.13	-100 -100
	and the same afternoon.	1	670	1.00		15/11/19	100
1	East Coast (North) Do. (North) (a) .	0	0.83	-0.83	12'26	8.45	+ 45
	Hyderabad (South)	0	3	?	8 90	1	?
MADRAS	Madras (Central)	0	0.02	-0.02	2.46	2 02	+ 22
	East Coast (Central)	0	0.02	-0.02	8.75	13.62	+ 6
	Do. (South)	0.01	1.04	-1 03	5'35	14.24	-36 $-63$
CARL BOOK STORMS FOR THE STORY OF THE STORY	Madras (South)	0'07	0.08	-0.01	3.65	11.00	- 68

SIMLA, 13th December, 1889.

W. L. DALLAS,

W. L. DALLAS,
Simla, 13th December, 1889.

Assistant Meteorological Reporter to the
Government of India.

E. C. BUCK,
Secretary to the Government of India.

# GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

# . Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending 14th December.—Rainfall very slight in Tanjore, Madura and Tinnevelly, and none elsewhere. Crops perishing from continued failure of rains in Chingleput, North Arcot, South Arcot, Tanjore, and parts of Madura, Tinnevelly, Salem, and Trichinopoly; elsewhere generally good. Prospects in all districts named not improved: rain urgently wanted. Prices continue to rise, especially in the Southern Districts and Nellore. Since receipt of above reports, good rain has been falling from 17th at Madras and adjacent districts, over 2 inches reported from Trichinopoly, and 2 to 4 inches at four stations in South Arcot.

Bombay.—For week ending 18th December.—Rain generally wanted in the Deccan and Karnatak. Standing crops in parts diseased or suffering for want of moisture, otherwise good. Cotton prospects generally favourable. Opium sowing in Baroda, and harvesting and sowing operations generally progressing. Fodder sufficient, and agricultural stock healthy.

Bengal.—For week ending 17th December.—Weather has been cold and dry. No rain. Rice harvest is in full progress, and is expected to yield a good crop in most districts. In some quarters, however, the outturn is reported to be somewhat below the average, and in Burdwan it is only 8 annas, in Hooghly 10 annas, and in Bankoora 11 annas. Rabi crops are generally in good condition and promising, except in Orissa where they have suffered considerable loss from the late storm and heavy rain. Poppy prospects are favourable except in the Hajipore sub-division of Mozufferpore, where the later sowings are more or less a failure for want of moisture. Tobacco is a promising crop. Sugarcane is reported to be a good crop in many districts, but in Pubna it is deficient. Price of rice is said to have fallen in many districts owing to the appearance of the new crop in the market.

North-West Provinces and Oudh.—For week ending 18th December.—The weather continues seasonable, and the rabi crops generally are thriving, but rain is wanted. Markets are well supplied and prices stationary.

Punjab.—For week ending 18th December.—No rain. Prices stationary in all districts, except Rawalpindi, where they are rising. Havesting of kharif crops over; sowings of rabi going on slowly for want of rain. Prospects of standing crops good, but rain is badly wanted throughout the Province. Fodder sufficient, except in Sialkot. Poppy sowings commenced in Jullundur.

Central Provinces.—For week ending 18th December.—Weather cold and slightly cloudy at times. Harvesting of kharif crops continues. Outturn good. Young rabi crops in good condition, but some rain is now required for wheat and gram. Prices steady or falling.

Burma.—For week ending 14th December.—No rain fell anywhere in the Province. The price of paddy has fallen in Prome, Shwegyin, and Toungoo, and risen in the Lower Chindwin owing to exhaustion of local supplies; elsewhere the price remains stationary. The crop prospect remains unchanged.

Assam.—For week ending 18th December.—Weather seasonable. No rain. Harvesting of winter rice continues. Tea season closing. Outturn of winter potatoes in Khasi Hills reported bad.

Mysore and Coorg.—For week ending 18th December.—Crops in good condition in Mysore, except in parts of Bangalore district, where more rain want-

ed. Prospects generally favourable. Prices risen in Bangalore and Kolar districts slightly.

Rice harvest in progress in Coorg.

Berar and Hyderabad.—For week ending 18th December.—In Berar the weather is clear and cold. Picking of cotton continues; cutting and in some places threshing of jowari commenced. Rabi in good condition. Fodder sufficient. Prices stationary.

No rain during week at Hyderabad. Harvesting of abi crops continues; rabi crops thriving. Prices stationary.

Central India.—For week ending 18th December.—Condition of agricultural stock in Bundelkhand improved. Crops damaged by locusts in Sirsi, in Goona Agency. With these exceptions conditions remain unchanged.

Rajputana.—For week ending 18th December.—Agricultural operations satisfactory. Standing crops generally good, but somewhat damaged by locusts in parts of Marwar. Agricultural stock good. Pasturage or fodder sufficient, except in Marwar. Prices steady generally.

Nepal.—For week ending 12th December.—No rain. Weather very cold and partly cloudy. Sowing of wheat still in progress.

E. C. BUCK, Secretary to the Government of India.

# GOVERNMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eight months of the official year 1889-90, and of the eighteen preceding years. .

(IN THOUSANDS OF RUPERS.)

	YEAR.	1871-72	1872-73	1873-74	1874-75	1875-76	1876-77	1877-78	62-8781	1879-80	1880-81	1881-82	1882-83	1883-84	1884-85	1885-86	- 18-9881	1887-88	68-8881	06-6881
	Total Revenue.	1,44,42	1,52,35	1,42,99	1,44,92	1,49,25	1,32,66	1,42,03	1,37,89	1,30,51	1,47,86	1,45,61	69,33	19459	53,36	63,88	63,27	69,74	72,63	84,37
BRITISH INDIA.	Export Revenue.	38,05	46,85	38,16	30,76	40,55	28,28	22,54	28,68	29,52	35,39	39,13	43,29	37,60	27,27	36,69	32,92	35,36	28,62	37,59
	Total Import Revenue.	1,06,37	1,05,50	1,04,83	1,14,16	02,80,1	1,04,38	1,19,49	1,00,21	66,00,1	1,12.47	1,06,48	26,04	28,01	56,09	61,72	30,35	34,38	44,01	46,78
TOTAL	On other Imports.	99,06	88,30	88,56	96,73	00,00	83,15	61,96	85,34	77,14	88,80	80,97	•06-	89	. 63	29	97	80	8,87	11,00
	On Imports of Liquors.	15,71	17,20	16,27	17,43	18,70	21,23	23,30	23,87	23,85	23,67	25,51	26,94	27,33	25,46	26,52	29,38	33,58	35,14	35,78
344	Total Revenue.	16,02	.26,47	21,07	17,88	24,52	18,61	17,14	24,17	26,31	29,55	34,21	34,60	26,71	20,75	28,62	26,96	27,91	20,55	31,48
BURMA.	On Exports.	12,17	21,34	15,87	10,80	18,80	13,45	9,93	15,09	17.75	61,12	24,53	20,32	21,42	15,57	24,42	21,09	21,85	14,25	24,11
Bı	On other Imports,	2,79	3,15	3,04	4,42	3,23	3,49	4,00	4,48	4,14	5,24	5,14	N	=	9	S	10	-	63	1,77 2
	On Imports.	1,06	1,98	2,16	2,66	2,49	2,87	3,21	4,60	4,42	3,12	4,54	5,23	5,18	5,12	4,15	5,77	6,05	2,67	2,60
	Total Revenue.	19,44	17,62	20,07	20,02	20,52	17,23	10,54	12,87	14,10	16,00	13,31	6,26	16'9	84,9	5,69	2,68	6,65	90,11	12,03
MADRAS.	On Exports.	00,00	7,18	8,74	99'8	8,18	5,48	1,38	2,95	4,53	5,52	3,49	2,65	3,48	3,66	2,44	3,59	3,07	3,52	4,75
MA	On other Imports.	8,15	7,85	8,96	916	9,55	8,21	5,60	6,20	81,6	7,17	19,9	79	00	62	60	12	9	69	51
	On Imports of Liquors.	2,29	2,59	2,37	2,20	2,79	3,54	3,56	3,72	3,39	3,31	3,21	3,59	3,35	3,19	3,17	3,97	6,52	6,85	6,77
	Total Revenue.	2,89	3,03	2,22	2,10	2,45	1,67	2,21	1,81	2,69	3,99	3,69	2,68	2,77	2,94	3,46	3,91	3,87	4,33	4,47
SINDH.	On Exports.	1,17	1,49	11	87	95	91	27	91	14	15	22	38	33	34	49	63	20	27	37
Sı	On other Imports,	98	81	67	48	67	20	8	39	49	73	16	6	61	4	63	00	20	62	47
	On Imports of Liquors.	98	73	78	75	83	10,1	1,34	1,26	2,06	3,09	2,56	2,27	2,42	2,56	2,94	3,20	3,32	3,44	3,63
	Total Revenue.	37,23	33,76	35,79	36,70	33,79	32,74	37,69	36,16	31,45	41,99	38,48	6,44	8,29	8,25	8,82	6,07	86,01	13,05	13,43
BOMBAY.	On Exports.	2,58	2,21	2,19	2,43	3,56	89	62	1,37	1,17	1,26	10'1	92	89	1,16	72	62	1,07	8	1,13
Вом	On other Imports.	29,86	28,03	29,42	30,06	25,82	26,64	31,43	29,17	24,13	35, 12	30,82	-1,05	30	28	35	36	34	2,64	2,00
	On Imports of Liquors.	4,79	3,52	4,18	4,21	4,41	5,42	5,64	2,62	6,15	1993	6,65	6,57	7,10	18'9	7,75	7,92	9,57	9,51	10,30
	Total Revenue.	68,84	71,47	63,84	68,22	67,97	61,21	74,45	62,88	55,96	56,33	55,92	19,35	20,93	14,64	17,29	15,65	17,33	23,64	22,96
BENGAL.	On Exports.	13,13	14,63	10,59	8,00	90,6	8,51	10,34	11,6	5,93	7,27	88'6	10,02	11,48	6,54	8,62	6,82	8,87	89,6	7,23
BEN	On other Imports.	49,00	48,46	46,47	52,61	50,73	44,31	54,56	45,10	42,20	40,52	37,49	10	17	22	91	31	34	4,29	6,25
	On Imports of Liquors.	6,71	8,38	82.9	19,7	8,18	8,39	9,55	8,67	7,83	8,54	8,55	9,28	9,28	7,88	8,51	8,52	8,12	2966	84.6
		•		•	•	•	• 18	•	•	•	٠	•	•	•	•	•	•	•	•	•
	. K				•			•			•	•	•	•						•
	YEAR.		73	. 42	. 51	. 94	. 11	. 84	. 6	30 .	31 .	32 .	33 .	. 48	35 .	. 98	. 18	. 88	. 68	. 00
		1871-72	1872-73	1873-74	1874-75	875-76	1876-77	877-78	1878-79	1879-80	1880-81	1881-82	1882-83	1883-84	1884-85	1885-86	1886-87	1887-88	1888-89	06-6881

\* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH:

STATISTICAL BRANCH;
Calcutta, 16th December, 1889.

J. F. FINLAY, Offg. Secretary to the Government of India.

GOVERNMENT PUBLIC WORKS CIVIL Irriga

# STATEMENT OF IRRIGATION AND RAINFALL

Comparative Statement of Irrigation and Rainfall for the

				Ludrus				AREAS
Works.		Area of the	Cultivable		SOWN FR EMBER 18	OM APRIL 88, i.e., FII		Sown 1888 TO SECONI
works,	Items,	district in acres.	area in acres.	area in acres.	Total	In con with 1	parison 887-88.	Total
				12 (354) 12 (354)	acres.	Increase	Decrease	acres.
1	2	.3	4	5	6	7	8	9
	Ganjam. Government land Inam land Zemindari land .	2,690,264 157,136 2,472,888	438,529 136,908 846,968	341,924 116,194 60,714	144,806 36,972 10,042	:::	10,667 1,057 28	9,305 2,503 475
	TOTAL .	5,320 288	1,422,405	518,832	191,820		11,752	12,683
	Visagapatam. Government land Inam land. Zemindari land.	1,193,406 50,819 9,630,655	129,690 50,479 8,926	105,201 21,368 8,926	19,244 7,391 8,926		8,303 7,009 1,924	3,494 1,819
	TOTAL .	10,874,880	189,095	135,495	35,561		17,236	5,313
Godvaarı anicut {	Godavari. Government land Inam land Zemindari land .				290,057 16,881 126,245	7,869 8,567	583	17,290 11,335 6,786
	TOTAL .				585,183	15,853		35,411
All other works	Government land Inam land . Zemindari land .		:::		38,263 15,701 526		7,043 6	3,445 2,193 30
	TOTAL .	*		1.,700	54,490		18,544	5,668
TOTAL . {	Government land Inam land Zemindari land .	2,443,763 548,073 2,037,576	1,086,621 471,977 797,039	678,980 375 468 479,698	328,320 184,582 126,771	1,524	3,626	20,735 13,528 6,816
	TOTAL .	5,029,409	2.355,637	1,534,146	639,673		2,691	41,079
Kistna anicut . {	Kistna. Goyernment land Inam land . Zemindari land .	::::	:::		233,876 77,733 75,509	4,109 19,918 872		4,255 182 12
	TOTAL .	4			387,118	24,899		4,449
All other works {	Government land Inam land . Zemindari land	::		e dese	112,819 26,386 3,545	83,513 22,179 393		16,953 19,011 1,030
	TOTAL .		e 18. 6		142,750	106,085		36,994
- TOTAL . {	Government land Inam land . Zemindari land ,	3,508,092 682,628 1,183,360	2,314,936 645,596 327,569	21,436,995 426,765 253,005	346,695 104,119 79,054	87,622 42,097 1,265		21,208 19,193 1,042
	TOTAL .	5,374,080	3,288,101	2,116,765	529,868	130,984		41,443
Penner anicut. {	Nellore. Government land Inam land . Zemindari land . Total				34,299 9,617 		866 971 	9,611
					43,916		1,837	13,397
Sangam anicut {	Government land Inam land . Zemindari land .	*	·		41,084 9,017 	14,555 2,782	::	3,381 287
	TOTAL .				50,101	17,337		3,668

OF INDIA,
DEPARTMENT.
WORKS.
fion.

# WORKS. tion. IN THE MADRAS PRESIDENCY FOR 1888-89.

years 1887-88, and 1888-89 in the Madras Presidency.

IRRIGA						RAINF	ALL IN	INCHES	
FROM DE MARCH I CROP,	CEMBER 889., i.e.,	Wно	LE YEAR, 18	888-89.	Percentage				Percentag
	parison 887.88.	Total	In compa 188	rison with	increase or decrease	Months.	1887-88.	1888-89.	of increase or decrease
Increase.	Decrease	acres.	Increase.	Decrease.	in 1888-89.				in 1888-89.
10	11	12	13	14	15	16	17	18	19
2,490 1,548 475		154,111 39,475 10,517	 491 447	8,177	- 5'04 + 1'26 + 4'44	SW. monsoon . NE. do.	Inches. 31.55 10 07	Inches. 18.13 7.96	 — 41'79 — 20 95
4.513		204,103		7,239	- 3'43	TOTAL .	41.62	26.09	<b>— 37'31</b>
 721 	236	22,738 9,210 8,926		8.539 6,288 1,924	- 27.30 - 40.57 - 17.13	SW. monsoon . NE. do.	40 <sup>.</sup> 69 8 <sup>.</sup> 11	25 <sup>.</sup> 23 9 <sup>.</sup> 67	- 37.99 + 19.53
485		40,874		16,751	- 29.07	TOTAL .	48.80	34'90	- 28.48
7,626 4,639 2,033		307,347 180,216 133,031	15,495 13,206 1,450		+ 5.31 + 2.31		3.	::	:::
14,298		620,594	30,151		+ 5.11				
548 391	:::	41,708 17,894 556		10,947 6,652 6	- 20.79 - 27.10 - 1.07		::	:::	:::
939		60,158		17,605	- 22.64				
8,174 5,030 2,033	:::	349,055 198,110 133,587	4,548 6,554 1,444		+ 1'32 + 3'42 + 1'09	SW. monsoon . NE. do.	26.78 10.60	21.69 9.55	- 0,01 - 10,00
15,237		680,752	12,546	100 (100 to 100	+ 1.88	TOTAL .	37.38	31'24	- 16:43
2,384	 2,924 42	238,131 77,915 75,521	6,493 16,994 830		+ 2.80 + 27.89 + 1.11			::	. ::
	582	391,567	24,317		+ 6.62				
15,843 18,952	746	129.772 45,397 4,575	99,356	353	+ 326.66 + 964.16 - 7.16		<b></b>	::	 
34,049		179.744	140,134		+353.78				
18,227 16,028	788	367,903 123,312 80 096	105,849 58,125 477		+ 40.39 + 18.14 + 0.60	SW. monsoon . NE. do	23.23 9.18	18·39 8·37	- 21.84 - 8.82
33,467		571,311	164,451	•••	+ 40.42	TOTAL .	32.71	26.76	— 18.19
61	4,825	43,910 13,403		5,691 910 	- 11'47 - 6'36 				=
***	4,764	57,313		6,601	- 10.33				
	13.324 2,168 	44,465 9,304 	1,231 614 	:::	+ 2.85 + 7.06				<u></u>
	15,492	53 769	1,845		+ 3.22	i			

Comparative Statement of Irrigation and Rainfall for the

	27 27 ASS (1993)			Time to	and Same Same			AREAS
		Area	Cultivable	Cultivated		om April 1 88, i.e., fir		Sown 1888 TO SECOND
Works.	Items.	of the district in acres.	area in acres.	area in acres.	Total		nparison • 1887-88	Total
			400		acres.	Increase.	De- crease.	acres,
1	2	3	4	5	- 6	7	8	9
All other works	Nellore—contd. Government land Inam land Zemindari land	• :::			84,947 16,873 21		13,289 2,531 5	23,995 4,724 616
Link market	TOTAL .	59			101,841		15,825	29,336
TOTAL .	Government land Inam land . Zemindari land .	2 589,369 645,191 2,375,040	1,617,931 560,352 46	824,772 320,013 46	160,330 35,507 21		720	36,988 8 797 616
7.00	TOTAL .	5,609,600	2,178,329	1,144,831	195,858		325	46,401
	Government land Inam land Zemindari land	4,795,123	1,788,405	1,195.735 -499.577	<b>7</b> 2,937 до.613		7,659 M753	63,605
F 1 - 1	TOTAL .	5,586,909	2,481,946	1,688,412	113,550		18,412	104,928
in a constant	Anantapur, Government land Inam land Zemindari land .	2,757,912 617,448	2,023,504 607,198	949,821 382,942	45,692 15,143		14,656 2,403	57,820 13,750
	TOTAL .	3,375,360	2,630,702	1,332,763	60,835		17,059	71,570
75 75 47/2	Bellary. Government land Inam land Zemindari land .	2,765,124 822,076	2,267,245 817,800	1,383,110 621,038	29,222 11,555	143 	463	5,279 1,454
	TOTAL .	3,587,200	3.085,045	2,004.148	40,777		320	6,733
	Kurnool.		1	1		4		
Kurnool-Cud- dapah canal.	Government land Inam land Zemindari land	=		/::	18,607 9,619	e 9,107 5,146		4,190 1,470
	TOTAL .				28,226	14,253		5 66o
All other works	Government land Inam land Zemindari land			7T	22,686 15,084		4,670 4,913	6,872 6,084
	Total .				37,770		9,583	12.956
TOTAL .		3,955,087	1,583,696 1,006,662	1,099,598 736,245	41,293 24,703	4,437 233	=	11,062 7,554
	STATE OF STREET	4,972,160	2,590,358	1,835,843	65,996	4,670		18,616
		Regues, 1						
Chemoramoa-	Chingleput. Government land Inam land Zemindari land	:	=		8,005 2,056 	7 113 	::	4,346 525 
VIEW TO A POST T	TOTAL .				10 061	120		4,871
rigation ex->	Government land Inam land Zemindari land	:::		:	4.538 841 98	=	255 142 46	4,769 308 66
1	TOTAL .				5:477		443	5,143
Al other works	Government land Inam land Zemindari land	:::		:::	263,118 48,510 2,041	5,699	9,088	90,511 16,332 490
	Total .				313,669		3,755	107,333

years 1887-88 and 1888-89 in the Madras Presidency -continued.

MARCH 1889, 6#, cecce.    In comparison with 1887, 68.   Total acres.   In comparison with 1887, 68.   In comparison with 1888, 60.   In comparison with 1887, 68.   In comp	RRIGA'	CE MBER	I				RAINF	ALL IN I	NCHES.	
with 1887-88.  Total acres.  Increase.  Decrease.  Decr	IARCH I	889, i.e ,	Wно			of	е			Percentag
Increase   Decrease   Decrease   1888-89,	with 1	887-88.	Total	In con with	parison 1887- <b>8</b> 9.	or	Months.	1887-88.	1888-89.	of increase or
108,943	ncrease.	Decrease	acres.	Increase.	Decrease	in				decrease in 1888-89.
	10	11	12	13	14	15	16	17	18	19
243 131,177 15.582 1062	***	877	21,597		3,408	- 13.63	The second secon		Inches.	
17,594   197,318	243			-		-				
20,013 242.259 20,338 - 7.74  23,044 136,542 30,703 - 18.36 1.84 81,936 22,601 - 21.62 34.892 218.478 53,304 - 19.61  12,403 103,512 2,253 - 2.13 806 28,893 1,597 - 5.24 806 28,893 1,597 - 5.24 13,209 132,405 3,850 - 2.83  13,209 13,009 217 - 1.64 13,009 217 - 1.64 13,009 1,438 217 - 1.64 1,541 47,510 1,221 + 2.64  687 22,797 9,794 + 75.32 1,047 11,089 4,099 + 58.64 21,168 4,451 - 17,37 1,047 11,089 4,099 + 58.64 21,168 4,451 - 17,37 5,595 33,4257 352 - 1.08 5,167 52,355 352 - 1.08 5,167 52,355 352 - 1.08 5,167 52,355 352 - 1.08 5,167 52,355 352 - 1.08 5,167 52,355 352 - 1.08 5,169 33,4851 1,082 - 1.20 5,169 33,4851 1,082 - 1.20 5,169 33,4851 1,082 - 1.20 5,169 33,4851 1,082 - 1.20 5,169 33,4851 1,082 - 1.20 5,169 33,4851 1,082 - 1.20 5,169 32,355 352 - 1.08 5	***	2,984	44,304	Miles	3,704	- 8:02 - 7:72	SW. monsoon .	11.63		- 3'44
23.044 11.848 81.936 30.703 - 18.36		20,013	242,259		-			-	20.51	- 4981
12,403 103,512 2,253 2,213 SW. monsoon . 19.80 13.1 13,209 132,405 3,850 - 2.83 SW. monsoon . 10.80 13.1 13,209 13,009 13,009 14,338 + 4.35 2.46 13,009 15.10 1.221 + 2.64 SW. monsoon . 16.84 18.18.18.1 47,510 1.221 + 2.64 TOTAL . 22.43 19.5		11,848	81,936		22,601	- 21.62	S -W. monsoon .	17'45		- 38·21 - 13·70
12,403 28,893 1,597 - 5213 SW. monsoon . 10.80 131 651 131 131 13209 132,405 3,850 - 2.83 TOTAL 26 11 202 142 1 1,295 34,501 1,438 1,	*	•	218,478	·	53,304	- 19.61		-	27.52	- 28·84 - 21·28
13,209 132,405 3,850 - 2.83 TOTAL . 26 11 20.1  1,205 34.501 1,438 + 4.35 246 15,909 217 - 1.64 NE. do. 5.59 4.1  1,541 47,510 1,221 + 2.64 TOTAL . 22.43 19.9  687 22,797 9,794 + 75.32	806		28,893		1,597	- 5'24	SW. monsoon .	19.80	13 66	- 31'01 + 4'43
246 13,009 217 - 1.64 S.W. monsoon 16.84 18.  1,541 47,510 1,221 + 2.64 TOTAL 22.43 19.3  687 22,797 9,794 + 75.32	3,209		132,405		3,850	- 2.83	TOTAL .		20.52	+ 4'43
1,541 47,510 1,221 + 2.64 TOTAL . 22.43 19.3  687 22,797 9.794 + 75.32  1,047 11,089 4,099 + 58.64  360 33.886 13.893 + 69.49  362 5,854 29,558 10,524 - 26.5 4.451 - 17,37  5,392 59,726 14,975 - 22.79  5,392 59,726 14,975 - 22.79	246		13,009	***	217	- 1.64	S.W. monsoon .	16.84		- "
1,047 11,089 4,099 + 75 32	1,541		47,510	1,22!		+ 2.64	Tomas		19'99	10.88
360 33.886 13.893 + 69.49		1,047	11,089	4,099		+ 58 64			···	:: :
5,854 29,558 10,524 - 26 5		360	33.886	13,893		+ 69.49				
5,392 50,726 14,975 - 22'79	462		21,168		4,451	- 17,37			:::	
585 32,257 352 - 1'08 SW. monsoon . 27'09 15'1 5.752 84,612 1,082 - 1'26 Total . 31'68 20'7  719 12,351 726 + 6'25		5,392	50,726		14,975	- 22'79				
719 12,351 726 + 6.25		585	32,257	***	352	- 1.08	SW. monsoon .	27'09	15'14 -	- 44'11 + 21'51
719 12,351 726 + 6.25		5,752	84,612		-	- 1.26	TOTAL .	31.68	20.72	34'60
758 14,932 878 + 6.25	39		2,581	152	- <u>r</u> :	+ 6.26				
Logo	758		-				1100			
56   9,307   1,695     + 22°27   .	200000000000000000000000000000000000000	1990/2012 MIND NO. 18 10 17			81	- 6.28				
2,067 10,620 1,624 + 18°05	2,067	···	10,620	1,624		+ 18.02	A LOS CALADOS AND AND AND AND AND AND AND AND AND AND			
16,104 353,629 21,803 + 6.57		3,175	64,842	21,803	12,263	+ 6.57				-::
13,141 421,002 9,386 + 2.28				_					-	

Comparative Statement of Irrigation and Rainfall for the

A STATE OF THE STA								AREAS
TANK T		Area of the		Cultivated	SOWN FROM BER 1888	M APRIL TO		1888 TO SECONI
Works.	Items.	district in acres.	area in acres.	area in acres.	Total	In com	parison es	Total
			127 610		acres.	Increase.	Decrease	acres.
	2	3	4	.5	6	7	8	9
TOTAL .{	Chingleput—contd Government land Inam land Zemindari land	1,312,617 265,344 239,876	721,865 258 248 229,437	613,973 147,546 63,223	275,661 51,407 2,139	5,451	9,117	99,626 17,165 556
	TOTAL .	1,817,837	1,209,550	824,737	329,207		4,078	117,347
Palar anicut . {	North Arcot. Government land Inam land Zemindari land.	Cape 2 17 2 4			58,578 7,274	8,796 	288	22,928 3,963
	TOTAL .				65,852	8,508	·	26,891
All other works	Government land Inam land . Zemindari land .			1,045, 1 <sub>76</sub> , 3	231,995	48,764 2,356		111,953 16,518
	TOTAL .				262,214	51,120	·	128,771
TOTAL . {	Government land Inam land Zemindari land .	2,411,716 206,524 2,179,840	1,154,50% 158,485	884,664 125,531	290,573 37,493	57,560 2,068		134,881 20,781
	TOTAL .	4,798,080	1,312,992	1,010,195	328,066	59,628		155,662
Pelandorai ani- {	South Arcot. Government land Inam land. Zemindari land.			*	2,454 407	112 16		523 90 
	TOTAL .				2,861	128		613
All other works {	Government land Inam land Zemindari land				255,123 18,596 151	24,863 832 5		137,689 11,891 47
	TOTAL .				273,870	25,700		149,627
TOTAL .	Government land lnam land Zemindari land .	3,110,357 156,843 22,400	2,320,985 142,403 14,080	1,236,949 8 <b>9</b> ,95 <b>5</b> 6,58 <b>5</b>	257.577 19,003 151	24,975 848 5		138,212 11,981 47
except of the second	TOTAL .	3,289,600	2,477,468	1,333,489	276,731	25.828		150,240
Upper anicut . {	Tanjore. Government land Inam land Zemindari land		<u></u>		740,300 102,606	19,994 2,153 	::	74,786 14,500
	TOTAL .				842,906	22,147		89,286
All other works {	Government land Inam land . Zemindari land .				61,136 7,150	2,385 24		7,656 889
	TOTAL .		er give never by gift		68,286	2,409		8,545
TOTAL . {	Government land lnam land Zemindari land	1,590,693 611,662 191,633	1,163,085 461,982 147,466	967,429 257,349 60,771	801,436 109,756	22,379 2,177		82,442 15,389
	TOTAL .	2,393,988	1,772,533	1,285,549	911,192	24,556		97,831
	Trichinopoly. Government land Inam land Zemindari land	2,422,565 214.235 391,680	1,289,666 174,398 321,071	817,168 114,584	100,348 3,961 22	9	3,236	51,529 6,286 5
* 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TOTAL .	3.028,480	1,785,135	931,752	104,331		4,949	57,820

FROM DE	CEMBER	1			1	RAIN	FALL IN	INCHE	S.
MARCH I	889, i.e.,	Wно	LE YEAR, 18	District Control	Percentag				Percentag
with :	nparison 1887-88.	Total		rison with 7-88.	or Decrease	Months.	1887-88.	1888-89.	Increase
Increase	Decrease	acres.	Increase.	Decrease.	in 1888-89.				Decrease in 1838-89.
10	11	12	13	14	15	16	17	18	19
18,773	3,075	375,287 68,572 2,695	24,224 	12,192	+ 6 90 - 15 09	SW. monsoon	Inches.	Inches, 21'52	+ 20'90
15,966		446,554	11,888	144	+ 2.73	NE. , do	42 72	33,51	+ 22.26
					- 73	TOTAL .	60.22	54.72	9.57
533	3,451	81,506 11,237	5.345 245		+ 7.02 + 2.23				
	2,918	92,743	5,590		+ 6'41	····-			
5,974	6,625	343,948 47.037	54,738	 4, <b>2</b> 69	+ 18'94 - 8'32				
	691	390,985	50,469		+ 14.82				
	•	•	3-11-3						
2,523	6,092	425,454 58,274	60,083 	4,024	+ 16.44 - 6.46	SW. monsoon . NE. do.	17.17	20.12	+ 17.18
	3,569	483,728	56,059		+ 13.11	TOTAL .	46.89	38.44	- 18.02
 	11	2.977 497	158		+ 5.60 + 1.02			:::	
35		3,474	163		+ 4'92				
		0.11.1			492				
18,627		392,812 30,487	43,490 2,123 5	::	+ 12.45 + 7.48 + 2.59		:::	:	::
19.918		423,497	45,618		+ 12'07				
18,673 1,280		395.789 30,984 198	43,648 2,128 5		+ 12'39 + 7'37 + 2'59	SW. monsoon . NE. do.	20'20	 20'92 27'23	+ 3.56 - 34.29 •
19,953		426,971	45,781		+ 12.01	TOTAL .	61.64	48.15.	- 21.88
989	10,752	815,086 117,106	9,242 3,142		+ 1.15 + 2.76		:::	::	::
	9,763	932,192	12,184	***	+ 1'35				
	9,703	932,192			+ 1.35				
=	2,721	68,792 8,039		336	- 0.48 - 1.35	<u></u>	:::	:::	<u></u>
•••	2,855	76,831	712···	446	- o.28				
855 	13,473	883,878 125,145	8,906 3,032		+ 1 02 + 2'48	SW. monsoon . N. E. do	15.10	15'39	+ 1.02
	12,618	1,009,023	11,938		+ 1'20	TOTAL .	57.16	47'05	- 24.73 - 17.69
3,632		151,877	396	719	+ 0.26	SW. monsoon	15'05	14.28	
	19	27		10	- 27.03	N-E. do.	23'34	14.40	- 38.30
4,616		162,151		333	- 0.30	TOTAL .	38.39	28'68	- 25.29

Comparative Statement of Irrigation and Rainfall for the

					31 - 31 (1) M - 13			AREA
		Area of		e Cultivated	SOWN FREE 18	OM APRIL 88, i.e., FIR	TO NOV-	Sow 1888 T Secon
Works.	Items.	the distric	25.04 (23), 20,000 (20), 20,000 (20), 20,000 (20), 20	area in acres.	Total		parison 887-88.	Total
			104 500	100 mm	acres.	Increase.	De- crease.	acres.
I	2	3	4	- 5	6	7	8	9
	Madura, Government land Inam land . Zemindari land	000	204,76	81,355	119,143 10,026 79	15,594	 275 16	74-739 7,871
	TOTAL .	5.631,560	2,788,419	971,683	129,248	15,303		82,610
Srivaikuntham anicut,	Tinnevelly. Government land Inam land . Zemindari land			-	11,017 582 608	5,611 292 608		19,327 1,139 789
	TOTAL .	•••	#		12,207	6,511		21,255
All other works	Government land Inam land Zemindari land .			=	78,108 6,484 12,25,5	1,041	186 46	190,321 14,370 9,325
	TOTAL .				96,847	809	ite	214,016
TOTAL .	Government land Inam land . Zemindari land .	62,251,177 269,955 928,950	1,528,959 237,633 749,105	1,222,402 191,187 627,072	89,125 7,066 12,863	6,652 106 562		209,648 15,509 10,114
	TOTAL .	3,450,082	2,515,697	2,040,661	109,054	7,320		235,271
	Combatore. Government land Inam land . Zemindari land .	4,587,285 336,235 106,880	2,810,492 322,842 86,329	2,159,127 258,892 78,303	85,464 8,357	461 569		29,120 3,432
	TOTAL .	5,030,400	3,219,663	2,496,322	93,821	1,030		32,552
Barur tank pro-	Salem. Government land Inam land Zemindari land .			<b>:</b> /	413 34		216 56	138
en en en en en en en en en en en en en e	TOTAL .				447		272	158
All other works {	Government land Inam land . Zemindari land .				86,261 6,694 274	: : :	6,611 73 2	30,995 2,363
8 4 - 1 - 1 - 1	TOTAL .	••	1.2.4.		93,229		6,686	33,358
TOTAL .	Government land Inam land Zemindari land .	3,571,914 259,606 1,111,628	1,825,275	1,289,673 80,579	* 86,674 6,728 274		6,827 129 2	31,133 2,383
	TOTAL .	4,943,148	1,982,056	1,370,252	93,676		6,958	33,516
TOTAL ANICUT	Government land Inam land . Zemindari land .		8.50.		1,443,228 388,667 202 460	68,823 37.530 851	: : :	165,544 37,605 7,653
	TOTAL .				2,034,355	107,204		210,802
OTHER WORKS	Government land Inam land . Zemindari land .				1,851,312 325,715 37,882	101,877	21,556 1,986	915,282 173,113 12,018
FELLER PURE	TOTAL .				2,214,909	78,335		1,100,413
INCLUDING ANICUT AND OTHER WORKS	Inam land	19,097,893 7,872,522 16,242,646	27,306,327 7,108,048 4,870,756	18,097,849 4,839,683 1,638,343	3,294,540 714,382 240,342	170,700		1,080,826 210,718 19,671
OTHER WORKS	TOTAL . 8	4,113,061	39,285,131	24,575,875	4,249,264	185,539		1,311,215

years 1887-88 and 1888-89 in the Madras Presidency -concluded.

	ECEMBE	p l				RAIN	FALL IN	INCHES	
MARCH CROP.	1889, i.e.	WH	OLE YEAR, 18	388-89.	Percenta	ge			Percentag
In cor	mparison 1887-88.	Total		arison with 87-88.	Increase or Decreas	Months.	1887-88.	1888-89	Increase or
Increase	Decrea	acres.	Increase.	Decrease.	in 1888-89.				Decrease in 1888-89.
10	11	12	13	14	15	16	17	18	19
10'840	:::	193,882	7 1,368	16	+15*70 + 8*28 -16 84	SW. monsoon	Inches.	Inches.  9'08 21'87	-15'30
12,483		211,858	27,786	-1.51 <b>711</b>	+15.00		32.21	30.02	+ 0'37
<sub>67</sub>	1,477	1,721	359		+ 15'77 + 26'36 + 70'99		:::		
	1,438	33,462	5,073		+ 17.87			-:-	
4,242	310	268 429 20 854 21,580	5,283	496	+ 2'01 - 2'32 + 3'12				
4,630		310,863	5,439		+ 3.12				
2,765		298,773	0.417		-				
670	243	22,575 22,977	9,417	137	+ 3'25 - 0'60 + 5'67	S.W. monsoon . NE. do.	6.86 27:09	30.19 30.19	+ 3.35
3,192		344,325	10,512		+ 3.12	TOTAL .	33'95	37'25	+ 9'72
8,056	110	114,584	8,517 459		+ 8.03 + 4.05	SW. monsoon . NE. do.	11'39	9'33	- 2.81 -36.74
7,946		126,373	8,976		+ 7.65	TOTAL .	26'14	20'40	-21'95
6	 	551 54	=	308	-35'85 -48'08		:		::
•••	86	605	er ar un	358	-37'17				
4.300	1,058	117,256 9,057		2,311	-11.10 - 1.03				
3,238		126,587		3.448	- 2.14	<b></b>			
4,208	1,052	117,807 9,111 274		2,619 1,181 6	- 2'17 -11'47 - 2'14	SW. monsoon . NE. do.	18.65	18.36	- 1.22
3,152		127,192		3,806	- 2.00	TOTAL .	35.83	29.08	-32.36
245 2,019	20,509	1,608,772 426,272 210.113	48,314 37,775 2,870		+ 3.51 + 3.51 + 1.38			:::	
	18,245	2,245,157	88,959		+ 4,24				
3,054 2,9 <b>26</b> 1,181	:::	2,766,594 498,828 49,900	174,931	18,630 805	+ 6.60 - 3.59 - 1.59				
7,161		3,315,322	155,496		+ 483				
2,545 3,171 3,200	:::	4,375,366 925,100 260,013	223,245 19,145 2,065		+ 5'38 + 2'11 - 0'80	SW. monsoon . NE. do.	19:33	16.20	-16·19 -23·69
3,916		5,560,479	244,455		- 4'59	TOTAL .			-20'04

# GOVERNMENT OF INDIA. DEPARTMENT OF FINANCE AND COMMERCE.

# RETAIL PRICES FOR THE 1St HALF OF NOVEMBER 1889.

		I .						000		
	é	Past.	S. Ch	9 11 20 8 20 8	2444	4077471	17 12	24 0 30 0 28 6	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0000000
	SALT.	Present fortnight,	S. Ch.	9 11 17 14\$ 20 8	2 4 4 4 8 0 4 4	2 4 4 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	17 12	24 0 24 0 16 0	8007	000000
	•		Ch.	000	000=	000000	0	= 0 0	0000	00000
	30p.	Past fortnight.	S. C	428 399 220	145 250 150 230 1	250 450 183 167 200 490	63	469 340 180	808	80 150 120 120 160
	FIREWOOD.	fortnight.	Ch.	000	0000	008100	0 5	= 0 0	0000	000000
	-	Present	ŝ	428 399 220	143 250 150 230	250 450 139 200 490	65	469 340 180	808 809 909 160	80 150 120 120 160
	ARHAR, OR THUR, CADJAN PEA (Cajanus indicus.)	Past fortnight.	S. Ch.	111	1111	1 8 1 6 1 1	8	1100	1-1111	ğ 11111
	ARHAR, THUR, CADJAN PEA (Cajanu	Present fortnight.	S. Ch.	· 14.1	1111	1, 1, 0, 1, 1	8	41.00	1111	e : : : : :
	ays).	Past fortnight,	S. Ch.	1 2 1 2	1111	8 11111	18 6	11 2	11,21	11111°
	MAIZE (Zea Mays).	Present fortnight.	S. Ch.	::"	1111	11111	18 5	111	រ ្ត	11111
		fortnight,	Ch.	79	0 0 0	. 1.80 1.0	9	.00	4500	000000
	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).	Past	vi	1 1 0	13.01	. = 00 0 =	6	. 6 0	527.0	225855
	GR CHEN CHO KADA OR SU (Ci	Present fortnight.	G.	1 1 0	13 : 9	11 7 9 8 10 6 10 7	9 .	0 9	55 8 6 0 40 0	00000
	-	fortnight.	Ch. S.	111		111111	:	id if	1 1,4,1	111911
LAS.	KANGNI OR KAKUN, ITALIAN MILLET (Setaria	Past	i	***			2			
8º TO	N N N N N N N N N N N N N N N N N N N	Present fortnight,	S. Ch.	111	1111	INITE		14.1	¥111	111111
SERS OF 80 TOLAS.	Kleu- coro- a).	Past fortnight.	S. Ch.	111	1111	11111	. !	111	1111	111111
IN SEI	MARUA OR RAGI (Eleu- sine coro- cana).	Present fortnight.	S. Ch.	111	1111	111111	ı	111	1111	111111.
UPEE	or su. etum	Past fortnight.	S. Ch.	111	1111	111111	1	111	1111	111111
PER RUPEE	BAJRA OR CUMBU. (Pennisetum typhoideum).	Present fortnight.	S. Ch.	111	TLLL	111111	I	111		111111
	The same of the same of	Past fortnight.	S. Ch.	111	1111	1.01111	ı	111	* 6 -1111	111111
QUANTITIES	JOWAR OR CHOLUM (Sorghum vulgare),	Present fortnight.	C.	117	1111	111111	ı	111	1111	111411
o,		fortnight.	Ch. S.	204	4487	000408	15	==0	4000	000000
	Rice, COMMON,	Past	S. C	01 41	9 = 29	055457	Ξ	22 16 16	22 70	: 4558:
	Ric	Present fortnight.	Ch.	45.4	44004	8 14 13 5 113 5 10 10 13 13	2 2	16 8 6	0000	000000
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	BEST T.	Past fortnight.	S. Ch.	959	8 0 0 0 51	9 1 1 2 8 8 1 0 1	101	191	5 0,00	100000
	RICE, BEST SORT.	Present fortnight.	Ch.	40-2	4000	8 6 0 8 0 1	12	0=0	8000	000000
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	BARLEY.	Present fortnight.	S. Ch.	, iii	1111	111111	- 1	111	1111	111111
		Past fortnight,	C.	112	1 2 1 1	1 1 1 2 1 0	13 9	111	i 0 1 1	0000 : 8
	WHEAT.	fortnight.	Ch. S.			8 N	-			0000.0
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				ma- masserim- Mergui Tavoy	Pcgu (deltar Pcgu Rangoon Thongwa Bassem .	egu (inland Shwaygyin Tharawadi Henzada Prome Toungoo	Bandal	an- dow	a- har har o Hi	Godpára Kámrúp Darrang Nowgong Sibságar Lalthimpur
				Burma— Tenasserim Mergui Tavoy Moulmein	Pegu (deltaic) Pegu Rangoon Thongwa Bassein	Shwayayin Shwayayin Tharawadi Henzada Prome . Toungoo Thayetmyo	Upper Burma Mandalay	Arakan—Sandoway Kyouk-pyn Akyab	Surma- Surma- Sylhet Cachar Khási and Jaintis I Garo Hills	Godipára Kámrúp Darrang Nowgong Sibságar Lakhimpur
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# GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

No. XXXIV of 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS. N.B .- As regards the figures in column Total Receipts from 1st April to date, audited fig

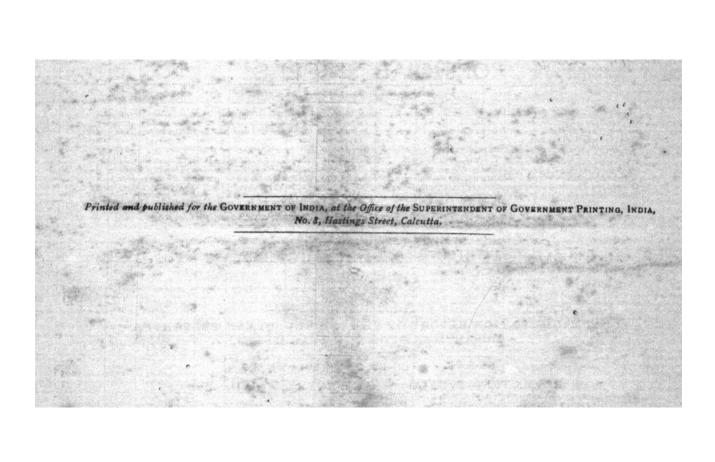
	•	W.B.—As regards the h	WE	EK ENDING	24TH	WE	EK ENDING VEMBER, 13	23RD	RECEIPTS	L FROM	TOTAL		iss ble.	
Latest R		RAILWAYS.	mean open.	RECEIP	TS.	mean open.	RECEIP	TS.	NOVEMBER	0 24TH , (888.	NOVEMBER,	22RD	Total	Total
receiv	red.		Total length op	Total.	Per mile open.	Total n length ope	Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.	Increase	Decrease in 1889-90.
		State Lines worked by Companies		R	R		R	R	R	R	R	R	R	, R
30th Nov. 30th ditto 30th Nov. 30th ditto 30th ditto	, 1889	East Indian Patna-Gya Dildárnagar-Gházipur Sindia Rajputana-Malwa Bengal-Nágpur (d) Southern Mahratta(f) Ditto Mysore Sec-	1,514 57 12 75 1,664 183 854	9,79,468 10,171 927 5,901 3,77,133 28,298 83,058	647 178 77 79 227 155 97	1,526 57  1,672 305 978	(a) 9,26,089 9,247 (b) (c) 3,85,000 (e) 36,336 75,695	607 162  230 119 77	2,75,76,246 3,25,293 41,614 2,30,552 1,16,10,992 9,15,269 25,52,225	536 167 102 90 205 145 88	(a)2,75,93,118 3,18,727 (b) (c) 1,22,03,429 (e)11,10,348 26,05,565	532 164  216 108 87	16,872  5,92,437 1,95,079 53,340	6,566 41,614 2,30,552 
30th ditto		ndian Midland Villupuram-Guntakal,	140	12,048 8,987	86 66	296 746	20,586 (g) 83,170	70	3,85,470 4,27,299	81 92	6,12,071 (g)18,92,163	71 82	2,26,601 14,64,864	:::
23rd ditto		Nellore Branch Bareilly-Pilibhit	83 36	4,920 2,706	59 75	83 36	4,059 3,621	49 101	1,61,917 53,636.	59 45	1,61,690 65,924	59 55	12,288	227
		TOTAL	4,754	15,13,617	318	5,699	15,43,803	271	4,42,80,513	274	4,65,63,035	251	22,82,522	
		State Lines worked by Government.	illing	3-1-4				100					12 - 12 A 13	
30th Nov. 23rd ditto 30th ditto 30th ditto 30th ditto 30th ditto 30th ditto 30th ditto		North-Western (h) Oudh and Rohilkhand Bengal Central Wardha Coal Eastern Bengal Nalháti -Tirhoot Lücknow-Sitapur-Sih-	2,411 692 125 45 673 27 273	5,85,865 1,40,812 16,97,3 24,102 2,63,327 2,234 45,512	243 203 136 536 391 83 167	2,477 692 125 45 747 27 273	6,47,645 1,46,006 11,250 16,431 2,71,060 1,700 43,530	261 211 90 365 363 63 159	4,64,85,968 43,77,378 4,77,330 5,07,250 68,99,572 64,946 10,67,117	201 186 112 341 282 72 123	1,79,42,577 48,36,143 4,95,352 5,03,559 71,27,642 62,445 12,37,269	214 206 117 330 292 69 137	14,56,609 4,58,765 18,022  2,28,070  1,70,152	3,691 2,501
23rd ditto 30th ditto 23rd ditto		ramau Jorhat Cherra-Companyganj. Burma (i)	105 31 7 441	4,701 1,556 267 63,146	45 50 38 143	105 25 7 553	5,313 948 395 74,851	38 56 135	1,62,942 39,922 5,153 18,98,264	46 38 22 149	2,03,553 40,167 6,572 29,38,080	57 47 28 162	40,611 245 1,419 10,39,816	
		TOTAL .	4,830	11,48,495	238	5,076	12,19,129	240	3,19,85,842	198	3,53,93,359	207	34,07,517	
30th Nov., 30th ditto 23rd ditto 30th ditto		Lines worked by Gua- ranteed Companies. Madras . South Indian Great Indian Peninsula Bombay, Baroda and Central India (l)	840 654 1,504 461	1,64,204 98,699 ( <i>j</i> ) 7,79,437 2,45,837	195 151 518	840 654 1,447 461	1,77,292 95,633 (k)8,48,472 2,48,000	211 146 586 538	55,28,157 36,13,724 ( <i>j</i> )2,58,39,273 78,45,221	194 163 507 501	60,29,405 37,77,767 (k)2,05,52,540 80,29,729	212 171 421 514	5,01,248 1,64,043 	52,86,733
		TOTAL .	3,459	12,88,177	372	, 3,402	13,69,397	403	4,28,26,375	364	3,83,89,441	333		44,36,934
STATE)		L (GUARANTEED AND	13,043	39,50,289	303	14,177	41,32,329	291	11,90,92,730 6,21,65,803	270 141	12,03,45,835 6,29,39,877	255 133	12,53;105 7,74,074	:::
		NET RECEIPTS .					4.		5,69,26,927	129	5,74,05,958	122	4,79,031	
30th Nov., 16th ditto 30th ditto	1000	Assisted Companies Tárakeshwar Dibru-Sadiya Bengal and North-	*22	5,978	272	22	4,384 (m)	199	1,83,378 (n)2,82,852	245 110	1,77,541 (o)3,04,415	238 118	21,563	5,837
23rd dicto		Western Rohilkhand-Kumaun .	376 67	52,821 4,558	140 68	376 67	39,840 6,723	100	14,79,363 2,46,025	116	15,30,176 2,71,226	120 123	50,813	
		Tôtal .	465	63,357	136	465	50,947	110	21,91,618	119	22,83,358	124	91,740	
30th Nov., 30th ditto		Nizam's Guaranteed His Highness the Gaekwar's His Highness the	310 59	40,563 4,587	31 78	354 59	49,980 2,270	141 38	10,87,166 86,688	109	14.93,242 86,226	125	4,06,076	462
30th ditto		Gaekwar's Viramgam Mehsana-Vadnagar, Bhavanagar-Gondal-	21	748	36	27	950	3.5	29,209	41	33,801	37	4,592	
30th ditto 30th ditto		Junágarh-Porbandar Morvi	209 68 124	24,177 2,903 6,400	116 43 52	329 68 124	24,094 2,866 6,800	73 42 55	6,49,267 1,11,782 2,24,033	96 48 53	8,28,814 1,22,052 2,20,427	89 53 53	1,79,547	3,606
		TOTAL .	791	79,378	100	961	86,960	90	21,88,145	84	27,84,562	91	5,96,417	

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.

(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmad, Khamgaon, Amraoti and Bhopal-Itarsi State Railways.
(k) Includes the Dhond-Manmad, Khamgaon and Amraoti State Railways.
(l) Includes the Patri Branch.
(m) Return not received.
(n) Total receipts from 1st April to 17th November 1883.
(o) Total receipts from 1st April to 16th November 1889.

M. C. BRACKENBURY, Major, R.E., Under-Secretary.

CALCUTTA, The 19th December, 1889.





# SUPPLEMENT TO

# Gazette

No. 52.3 CALCUTTA, SATURDAY, DECEMBER 28, 1889.

### OFFICIAL PAPERS.

A Supplement to the Gazette of India will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in Part VI of the Gazette.

Non-Subscribers to the Gazette may receive the Supplement separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the Gazette can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the Gazette of India is required by Law, or which it has been customary to publish in the Calcutta Gazette, will be included in the Supplement. For such Orders and Notifications the body of the Gazette must be looked to.

# GOVERNMENT OF INDIA.

# PUBLIC WOKKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

# ADMINISTRATION REPORT OF THE INDO-EUROPEAN TELEGRAPH DEPARTMENT FOR THE YEAR 1888-89.

No. 308 T., dated Calcutta, the 19th December, 1889.

RESOLUTION-By the Government of India, Public Works Department.

### Read-

Letter from the Director-General of Telegraphs, No. 164 I. E., dated the 19th November 1889, and its enclosure, the Report for 1888-89.

OBSERVATIONS.—The Capital Account of the Indo-European Telegraph Department was decreased by sales of stores, &c., by Rs. 40,230 during the year 1888-89. The Capital Account stood at Rs. 1,12,41,365 at the end of the year.

2. The receipts for the last four years have been-

									Rs.
1885-86				•					10,19,284
1886-87		300	•					1	10,03,795
1887-88				- 100					10,35,235
1888-89			roll of		100	1	14.		11,44,600

The figures now given for 1887-88 differ slightly from those given in the previous year's report; the difference is due to the fact that the figures have been revised on the basis of the Administrative Accounts.

The increase in revenue is mainly due to the fact that traffic was diverted to the Indo-European route in consequence of a break in the Eastern Company's cables, which occurred for 32 days from 11th August to the 11th September 1888. This prolonged break threw a severe strain on the staff of both the Persian and Persian Gulf Sections of the Indo-European Department.

3. The working expenses of the year were Rs. 9,53,223, and the net revenue was Rs. 1,91,377. In the previous year, the Department worked at a profit of Rs. 1,98,381.

# 4. The working expenses of the last four years have been as follows:-

	REP	IRS.						
YBA	Ordinary.	Extra- ordinary.	Cable Steamer.	Miscella- neous.	Establish- ment.	Tools and Plant.	Administra- tive charges.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1885-86 . 1886-87 . 1887-88 . 1888-89 .	1,28,024 1,75,888 1,21,538 2,29,925	7,63,693 778 	1,32,686 1,09,944 1,13,660 1,08,487	19,765 14 487 36,299 13,859	5,29,243 5,30,488 5.18,845 5,28,818	46,663 33,944 44,944 33,560	1,550 38,574	16,20,07 8,65,52 8,36,85 9,53,22

The increase in the expenditure of the year under review was mainly due to extensive repairs and renewals of the cables which had been laid in 1864. had been previously repaired, here and there, in short lengths, so that the cables consisted of many short lengths of new cables connected by old This rendered repairs difficult and expensive, as the pieces of new cable had to be raised when old lengths required repair, and this strained and otherwise injured the new pieces. It was therefore decided to lift and thoroughly repair the 1864 cables throughout, at a cost of Rs. 7,03,000, to be distributed over three or four years. During last year, 201 knots of cable were expended in renewals and repairs.

5. The traffic transmitted during the year was considerably in excess of that of 1887-88. State messages were practically the same, but commercial and private messages increased by about 30 per cent., and press messages were more by 50 per cent. than those of the previous year. The average length of

messages was about the same as last year—12.5 words per message.

6. There was no total interruption on the Persian Gulf Section, i.e., no simultaneous break of cables and of land line at the same time, during the year, and although there was a long interruption on the Gwadur-Karachi cable in August and September 1888, the traffic was passed by the other lines; so that throughout the year there was no break on the Persian Gulf Section between Karachi and Bushire which affected communication with Europe. On the Persian Section the interruptions, owing to the severity of the winter, were rather in excess of those of the previous year, and the period of total interruption, mainly due to a great snowstorm at Shiraz, amounted to 50 hours 46 minutes.
7. The average speed of transmission of the three routes between England

and Calcutta has been-

cuita na	s DC	100			iå.	Vie		Ti S.	MARCHA AND AND AND AND AND AND AND AND AND AN
				CAR SECTION	Ma	Tur H	M.	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	ez. M.
1888-89		tid ye		2	24		28	3	2
1887-88				1	11	16	11	2	42
1888-87				1	31	13	23	2	31

The decrease in speed in the Teheran route was due to the break on the Eastern Company's cable in August and September 1888, and to the fact that, for part of that time, only one circuit was available on the Indo-European route.

8. The Indo-European Telegraph Department has been under the charge of the Director General of Telegraphs, Colonel Mallock, during, practically, the whole year. During the cold weather of 1888-89 he visited Persia and personally inspected the lines and stations, with the object of proposing measures for consolidating the amalgamation of the Indo-European and the Indian Telegraph Departments. The thanks of Government are due to him for his administration of this branch of his Department.

ORDER.-Ordered, that a copy of this Resolution be forwarded to the Director General of Telegraphs for information and guidance.

Also that copies of the Report and Resolution be forwarded to the Department of Finance and Commerce and the Home Department for information.

Also to the Government of Bombay for information.

Ordered further, that the Report and the Resolution be forwarded to the Secretary of State for the information of Her Majesty's Government, and published in the Gazette of India.

# ADMINISTRATION REPORT

# THE INDO-EUROPEAN TELEGRAPH DEPARTMENT

# CAPITAL AND REVENUE ACCOUNT.\*

Capital.—The Capital of the Department was reduced by R40,230 and stood, on the 31st March 1889, at R1,12,41,365 compared with R1,12,81,595 at the end of the previous year. The decrease is made up with the debits and credits under the following heads:—

Works. Tools and Plant. Stores. Suspense Heads. Public Works Department Charges.

Further particulars are shown in Appendix A.

2. Revenue. Working Expenses.—A summary of the receipts and expenditure of the year 1888-89 is given in Appendix B. The expenditure in 1888-89 was R9,53,223 against R8,36,856 in the previous year, showing an increase of R1,16,367. Of this increase, R97,275 is accounted for by the following figures, extracted from the Finance Accounts, as explanatory of the chief differences :-

	1887-88.	1888-89.	Increase.	Decrease.
	R	R	R	le june
Repairs and renewals of cables	40,852	1,49,829	1,08,977	R
Repairs and renewals of Land lines			The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	1
	29,275	40,787	11,512	•••
Advertising charges in England	13,012	11,854		1,158
	43,048	16,042		27,006
Director General's Tour in Persia and Turkish Arabia.	•••	2,280	2,280	
Clerks in Director General's Office		643	643	
Special appointment of Deputy Examiner to revise accounts.	tall Carl	2,109	2,109	
Travelling and house allowances of special accounts establishment.	•••	1,595	1,595	•••
Subsidies to Beluch Chiefs	16,134	19,904	3,770	
Signalling clerks	94,533	97,162	2,629	
Repairs of Patrick Stewart	6,883	12,521	5,638	
Coals	34,555	23,882	2,030	10,673
Line repairs in Persia	340 1 C W 10 C W 20 C	Colonia de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de C		CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE
Line repairs in Tersia	27 276	24.235		3,041
TOTAL	1* c		1,39,153	41,878

<sup>3.</sup> Receipts .- The Receipts amounted to R11,44,600, of which R11,30,310 were derived from message revenue. Compared with the receipts of the previous year, these items show increases of R1,09,363 and R1,50,548 respectively. The increase under the head of message revenue is due to two causes. The receipts of 1887-88 were unusually low owing to the break-down of the cables rented by the Indo-European Company from the German Union Company and the British Post Office, between Emden and Lowestoft, which was noticed in last

<sup>\*</sup> A summary of the Capital and Revenue Account for the last five years is given in Appendix CC.

year's report; while they were greatly increased in 1888-89 by extra traffic passing over the Indo-European route, owing to the break in the Eastern Company's cable in August and September 1888. On the other hand, the receipts from Local and Terminal messages were less than the receipts from the same source in 1887-88, on account of the termination of the work of the Afghan Boundary Commission, which raised the receipts of 1887-88 to an abnormally high level.

These local receipts have now become normal.

4. Net Revenue.—If the payment of R1,80,270 on account of the deferred annuity to the shareholders of the late Red Sea Telegraph Company be taken into account, the net revenue was only R11,107, but if this sum be excluded, and charges appertaining to the Indo-European Telegraph Department alone be considered, there was a credit balance of R1,91,377 representing a profit of 1'72 per cent. on the capital of the Department. In considering the interest earned on the total capital sunk, it should be borne in mind that the capital of the Indo-European Telegraph Department has been appreciated by the charges of the Political Department and the Bombay Marine, incurred on first opening of the route, charges not usually debited to the capital of ordinary Telegraph Administrations. It also bears the burden of R1,69,169 on account of the Turkish line, most of which sum is due to the Indian Government having paid the salaries, &c., of the Engineers employed in making the lines from Fáo to Baghdad and Khanikin.

5. Royalties and Subsidies.—Again in the Revenue account, before the receipts of the line between Teheran and Bushire are credited to this Department, a sum of R48,000 royalty to the Shah of Persia is first deducted and half the balance given as a subsidy to the Indo-European Telegraph Company. There are then further subsidies of krans 30,000 or R12,000 to be paid to the Shah of Persia on account of the lines in Persian Beluchistan and R28,280 to the chiefs in Beluchistan, all of which are taxes for the establishment of communication between England and India through foreign territories. Such taxes, not applicable to the Indian Telegraph Department, the whole of which is within British territory, render it impossible for the Indo-European Telegraph Department to pay a percentage on capital at all approaching that paid by the former, from the capital account of which all excess valuation was written off some

years ago.

6. Joint Purse.—In addition to the subsidy to the Indo-European Company and the royalties paid to Persia and Beluchistan, the Department has for some years been a loser by the Joint Purse Agreement, made in 1878, with the Indo-European and Eastern Telegraph Companies, as is shown by the following table:—

10.500 Mar. 10.500 Mar.	•	YE	AR.	150V:		Paid in	Drawn out.	Excess paid in	Excess drawn out.
1878-79 1879-80 1880-81 1881-82 1882-83 1883-84 1884-85 1885-86 1885-87 1887-88 1888-89						£, 42,300 52,488 57,235 67,108 110,728 81,408 85,376 107,317 80,980 71,808 91,355	£ 62,264 68,877 76,122 74,528 84,861 76,547 76,610 85,824 75,266 73,976 77,136	£,         	£ 19,955 16,389 18,887 7,420 2,168
				To	ΓAL	848,112	831,951	80,980	64,819

7. Division of Traffic.—The standard proportions, on which the division of the joint purse receipts is made, are based on the following percentages:—

	, are based on the following I	entages:
On Indian Traffic	· { Vid Suez	60.39%
the section of the later of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the sect	(Via Indo-European Route	39.61%
On Trans-Indian Traffic	. { Vid Suez	80.53 %

Year.				On India	N TRAFFIC.	On TRANS-INDIAN TRAFFIC.		
	IBAR.	200313	16	95.0	Via Suez.	Vid Indo-Euro- pean Route.	Via Suez.	Via Indo-Euro- pean Route.
In 1878-79 " 1879-80 " 1880-81 " 1881-82 " 1882-83 " 1883-84 " 1884-85 " 1885-86 " 1886-87 " 1887-88 " 1888-89					71'31°/, 67'91°/, 69'01°/, 64'63°/, 48'34°/, 55'96°/, 52'14°/, 55'46°/, 60'93°/, 51'69°/,	28.69°/。 32.09°/。 30.99°/。 35.37°/。 51.66°/。 44.04°/。 46.98°/。 47.86°/。 44.54°/。 39.07°/。 48.31°/。	95'26°/。 94'10°/。 92'50°/。 81'26°/。 59'26°/。 83'52°/。 84'44°/。 75'91°/。 85'32°/。 86'48°/。 77'04°/。	4.74°/ <sub>o</sub> 5.90°/ <sub>o</sub> 7.50°/ <sub>o</sub> 18.74°/ <sub>o</sub> 40.74°/ <sub>o</sub> 16.48°/ <sub>o</sub> 15.56°/ <sub>o</sub> 25.09°/ <sub>o</sub> 14.68°/ <sub>o</sub> 13.52°/ <sub>o</sub> 22.96°/ <sub>o</sub>

The division of receipts, since 1878-79, is shown in Appendix C.

# INTERRUPTIONS.

8. Total Interruptions.—The Eastern Company's cables were interrupted for 32 days from the 11th August to the 11th September 1888, which caused file whole traffic to be diverted by the Indo-European route. The traffic thus diverted amounted to 29,033 messages, which passed through Karachi at an average of 907 a day. For the heavy work thrown on the staff of both the Persian and Persian Gulf Sections, the Government of India sanctioned to the circulary concerned a horne of Reaster 2 tags a reward for the contraction. signallers concerned a bonus of R3,573-9-4 as a reward for the extra work per-

formed by them.

9. The Indo-European Company's line was totally interrupted for periods aggregating 44 days during the year, the longest interruptions being one on the North Sea cables, which commenced in February 1888 and was restored on the 5th April 1888, two on the Reuter cable, one commencing on the 3oth November 1887 and ending on the 18th April 1888, another commencing on the 20th December and ending on the 23rd December 1888, and three during February and March 1889 on the Kertch-Suchum section, lasting 7 days 5 hours 20 minutes, 1 day 21 hours 15 minutes, and 1 day 18 hours 40 minutes respectively. With reference to these three interruptions Mr. Andrews, the Managing Director, supplies an interesting account of the exertions of the staff in restoring communication under the most trying circumstances. The Company bas duplicated cables across the Straits of Kerch so as to avoid total interruption to communications by this route; but the winter in South Russia had been unusually severe, and when the ice broke up, it was driven down the rivers and from the Sea of Azoff, through the Straits of Kertch with such force, that it broke both the Company's cables weighing ten tons to the mile, and also the Russian Government cable. Owing to the extensive nature of the damage done, the ice and storms, the work of repairing was one of extreme difficulty; but in spite of all, communication was restored through one cable by the 22nd March 1889, the other two not being finally repaired till the 18th April following. During this interruption the Company, through the indulgence of the Russian Government, was allowed the partial use of the land line which passes round the Sea of Azoff via Rostow to Wladikawkas and Tiflis.

10. On the Turkish Route, the interruptions between Western Europe and India aggregated 51 days 17 hours 22 minutes, of which 50 days 2 hours 49 minutes were due to interruptions between Constantinople and Fáo. The duration of interruptions on this route for the previous three years compared with

those of 1888-89 are-

			D.	H.	M.
1885-86			129	9	I
1886-87	•		109	9	9
1887-88		1.00	59	20	59
1888-89	1000	Constant	51	17	22

This improvement in the condition of the lines is to be attributed to the great efforts made by the Turkish Administration to improve the line from Constantinople to Aleppo, from which the Baghdad line branches at Diarbekir. The section from Diarbekir to Mosul is still on wooden posts and it is not anticipated that it will be much improved for the next seven or eight years. From Mosul to Fáo the line is in good condition.

11. Partial Interruptions not stopping Traffic.—For purposes of the Joint Purse Agreement, an interruption is only taken into account if the traffic is totally interrupted for 24 hours. Consequently a break on one of the three wires between Teheran and Bushire\* or on one of the two cables or on the land lines

between Jask and Karachi is considered a partial interruption.

12. On the Persian Gulf Section, the India rubber cable between Jask and Bushire was interrupted for 58 days on account of breaks, repairs and renewals, and the cable between Jask and Karachi for 71 days which, happening during the monsoon, repairs were not possible till the sea subsided; there was also a short interruption in the Bushire-Fáo cable, lasting 21 hours, during repairs.

13. On the Mekran Coast lines, there were 14 partial interruptions aggregating 14 days 8 hours and 40 minutes in duration, caused by breaks of the wire, and one of five hours' duration caused by a storm. There was however throughout the year no interruption on the Persian Gulf Section which affected com-

munication with Europe.

14. The partial interruptions in Persia aggregated 631 hours in duration, of which 120 hours were due to wilful damage and 71 hours to camels, while the balance was due to snowstorms and atmospheric causes.

## TRAFFIC.

15. The Service Regulations and tariffs of the Berlin revision of the International Telegraph Convention of 1885 remained in force throughout the year. The rates between the Gulf and India were, however, increased by one anna per rupee from the 1st July 1888. In Appendices D and G will be found particulars of the traffic and net value of the receipts for the year, and the following table gives a comparative statement of the traffic for three years:—

TO MANAGEMENT OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF T	YEAR.	Messages.	Words.
1886-87 · · · · · · · · · · · · · · · · · · ·	mana and electric de madaren lagor estille en	90,733	1,364,192
	de maio destribución estratos major grandos	82,540	1,266,849
	de los destribucións de major de major de major de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de l	114,991	1,642,079

16. The fluctuations are accounted for as follows:-

In 1886-87, the Persian Gulf transit rates were reduced, and low press rates introduced, from July 1886. In 1887-88, the Indo-European Company's lines were interrupted in February and March 1888, and in 1888-89, the Suez route was interrupted for 32 days, which accounts for the increase in the number of messages during last year. Allowing, however, for the increase from this cause, the receipts of 1888-89 would still exceed ten lacs of rupees.

17. The paid telegrams and words carried by the Department for the last

three years may be classified as below:-

YEAR,			STA	ATE.	COMMERCIAL	AND PRIVATE	PRESS AT REDUCED RATES.			
					Telegrams.	Wo ds.	Telegrams.	Words.	Telegrams.	Words.
1886-87					2,916	118,552	84,462	1,124,074	1,355	121,566
1887-88	•	159.51	10	•	2,514	90,238	78,850	1,050,757	{ 1,079 †97	52,572 73,282
1888-89	in the		porti satiri	i de file Li de de	.2,957	93,093	109,524	1,364,9451	C 0 00.	105,587 78,454

<sup>\*</sup> Although there are only two international wires, the Persian Government always in cases of necessity gives up the use of its wire.

† Special Press messages to London, for The Times.

- 18. A satisfactory increase is noticeable both in the commercial and private and press messages, while the number of State telegrams remains about the
- 19. The average length of commercial and private messages was 12'5 words, which is about the same as in the previous year. There were also 533 Government and Press messages, valued at R12,507, sent free of charge for Her Britannic Majesty's Ambassador at Teheran, who supplies His Imperial Majesty the Shah with copies.

20. The following table gives the percentage of traffic which has passed over the Teheran and Turkish routes respectively for the last three years:

006.0				riber i			Via Teheran.	Vid Turkey.
1886-87		100	•		2.51.50		95'47	4'53
1887-88	- 119						93'74	6.26
1888-89		a rae i			1		94.28	5.72

21. Speed of Transmission.—The average speed of transmission from the United Kingdom to Calcutta for the last three years by the three routes was-

	and and resummer a			I	id Te	heran.	Vid Turkey.		Viá Suez.		
0000		1 1 March 2 3			H.	M.		M.		M.	
1886-87					1	31	13	23		31	
1887 88					1	II	16	11	2	42	
1888-89					2	24	19	28		02	

22. The slower average rate during 1888-89 by the Teheran route is due to the extra traffic being thrown on that route, during the break of the Eastern Company's cable during August and September, and to only one circuit being available by the Indo-European route for more than half the time. If the averages of these two months are excluded, the rate becomes I hour 14 minutes, or practically the same as last year.

23. Detailed particulars of the rates of transmission are shown in Appendices E and F, between Karachi and Teheran and between the United Kingdom and Karachi. The slow rate of transmission, compared with last year, is due to only one circuit being available at times. Every effort is made to keep up the speed of working, but as the accuracy of transmission is a vital point, it sometimes happens that speed must be sacrificed to obtain accuracy.

24. The speed vid Turkey continues unsatisfactory and is mainly due to

- inefficient watching at night.

  25. Check of Errors.—The total number of words examined for errors was approximately 1,020,703, which resulted in showing that the accuracy of transmission was 99 548 per cent. between Karachi and Teheran. The percentage of errors on the Persian section was 0'182, and on the Persian Gulf section 0'270. Owing to the press of work during the months of August and September, due to the interruption of the Suez route, the messages of those months were not examined.
- 26. Rectifying Messages and Public Complaints:- The total number of complaints of errors, delays and non-delivery of messages, received for investigation and transfer to the other Administrations concerned, was 84. Of these, 54 came from Europe and 30 from India and the far East. In addition to these, there were 30 references on miscellaneous subjects, which brings the gross total up to 114: Of this number, the Indo-European Department was answerable for only 1 delay, 5 errors and 9 non-deliveries, making a total of 15, out of the gross total of 114 complaints of all kinds.

### PERSIAN GULF TELEGRAPHS.

## CABLES.

27. A long interruption on the Gwadur-Karachi Cable, which was simultaneous with the break on the Eastern Company's Cable in August and September 1888, caused an investigation to be made into the general state of the cables which had been laid in 1864. It was found that, in consequence of frequent repairs and renewals of short sections, the cables then consisted of innumerable short lengths of new cable interspersed with the old, and it transpired that, whenever a section of old cable had to be repaired, some portions of new cable were raised and strained in the operation. With the experience in view of the second Bushire-Gwadur Cable, which for want of timely large renewals had to be abandoned and a

new cable laid in 1885, at a cost of R7,67,000 for 519 knots, it was thought better to take advantage of the cable machinery at Manora and the cable establishment, when not required at sea, to make new pieces or put new guards on old core in fairly long lengths, with the view of thoroughly repairing one cable from Bushire to Karachi by renewals of lengths of over 50, instead of under 5, knots at a time. To provide for this scheme, an estimate amounting to R7,03,000 for renewing 740 knots within  $3\frac{1}{2}$  years was sanctioned by the Government of India in October 1888.

28. Energetic measures were at once made to carry out this scheme, and including what had been laid from the termination of the monsoon in August, 220 knots of new or new guarded cable were laid down by the end of the last voyage of the repairing season, which, although the new cable had been made by the end of March, was not concluded until the 24th May.

# ELECTRICAL CONDITION OF THE CABLES.

29. Fão-Bushire Section.—A partial fault not interfering with working existed on this section which was removed in January 1889. Another small fault with so high a resistance that it cannot be accurately localised still exists; but as it does not interfere with working, no attempt will be made to repair it, till the cable steamer next visits Fáo for other purposes.

30. Bushire-Jask Section: New cable.—This cable was laid in 1885. A minute fault showed itself in December 1885 and has hitherto not been localised. As a cable is invariably damaged each time it is lifted, it is not intended to remove this fault until its position is known exactly. Meanwhile the fault does not affect the working of the cable.

31. Bushire-Jask Section: Old cable.—A slight fault was discovered in January 1889. It does not interfere with working and will be removed when the cable ship next visits Bushire.

32. Jask-Manora Cable.—The guards of this are so much decayed that it is most difficult to lift it for repairs. Of the new cable which is to be made the greater part will be expended in this section.

33. Bushire-Jask Gutta Percha Cable of 1864.—This cable was originally 507 knots long. To the end of 1887-88, 220 knots had been recovered, and during the year under review another 75 knots were brought up.\* It is very much to be regretted that owing to false economy, attempts were not made to pick up the whole of this cable in 1885. Had this been done, in all probability, more core would have been saved for re-making into new cable.

34. Harbour Cables.—Owing to the extension of the railway betwen the Camp and Kiamari, it was necessary to remove Cable Boxes Nos. 2 and 4 and entrench the cables in the same locality. As further railway extensions are contemplated, it is probable that the route of the Harbour Cables between the Karachi Telegraph Office and the Custom House will have to be changed. The Harbour Cables worked without fault or interruption during the year.

# FAULTS AND INTERRUPTIONS.

35. On the 1st April 1888, there were 4 faults awaiting repair on the cables, and 10 new faults made their appearance during the year. Of these 14 faults, 11 have been removed, and the other 3 will be removed when their positions can be exactly localised. One circuit between Karachi and Bushire was available throughout the year, and the second circuit for 307 days, the India rubber Cable between Jask and Bushire being interrupted for 58 days on account of breaks, renewals and repairs. The cable between Karachi and Jask was interrupted for 71 days, owing to a break off Manora, which could not be repaired owing to high seas and a swell till after the cessation of the South-West Monsoon. During this time the two land lies worked well. It is, however, noteworthy that no total interruption occurred on the Persian Gulf Section affecting communication with Europe. The Bushire-Fáo Cable was interrupted for 21 hours for repairs. Appendix H gives full particulars of faults, renewals and repairs.

\* During the last voyage of the season which terminated in May 1889, 50 knots more, making in all 345 out of the 507, have been recovered. There is no hope of being able to lift any more.

# EXPENDITURE OF CABLE AND CABLE IN STOCK.

36. The total expenditure of cable during the year was 201'231 knots, and the amount of cable in stock on the 1st April 1889 was 58'91 knots. Particulars are given in Appendix I.

37. Repairs and Renewals.—During 11 repairs and 5 renewals (see Appendix J) 202 knots of cable were disturbed, of which—

28.7 per cent. was too weak to lift.

per cent, was too weak to int.

per cent, was core which could be used again.

per cent, was fit for relaying after repair.

per cent, was in short pieces and only fit for sale for fencing purposes.

# CABLE FACTORY.

38. The following is a summary of the work done in the Cable Factory

C	the past year:—						in the Ca	able ract	Į
	With No. 3 guards, nil With No. 7 guards, 32 knots				tu:		888-89. Knots.	1887-88. Knots.	
	With No. 9 guards, 73.13 ,,	•					105'13	49'32	
Ca	Gutta Percha core, 33.86 knots India Rubber core, 29.75			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			Pierrie	ranganian iki Seletah Malaysi Seletah Malaysi	
•		*	•				63.61	49.89	
	Stripped for core Short pieces of cable repaired and	kept	for	sale		:	137:30	63.62 7.95	
	Making total passed through Factor							7.93	
	Passed timough Facto	ory		•	•	•	306.04	170.78	

# CABLE STEAMER "PATRICK STEWART."

39. The results of the transfer of the charge of the ship to the Telegraph Department and of her Commander and First Officer being skilled in sub-marine Telegraph cable work continue most satisfactory. A statement of the work done by this steamer is given in Appendix K.

# MEKRAN COAST LINES.

40. The lengths of these lines at the close of the official year were as follows :-

				원이 아이를 잃었다. 아르네는 이 보니 아이를 다 가지 않다.	
Karachi to Sonmeanee Branch Sonmeanee Branch to Orman Ormara to Pusnee Branch Pusnee Branch to Gwadur Gwadur to Charbar Charbar to Jask				Miles of line.  48.75 2.00 165.75 88.90 3.25 76.50 116.00 201.50	Miles of wire.  . 97'50 . 2'00 . 331'50 . 177'00 . 3'25 . 153'0 . 232'0 . 403'00
	То	TOTAL		702.25	1399.25
				TANK BUT AND THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	Contract to the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second

41. Maintenance and Repairs.—The principal improvements during the year consisted of replacing 396 insulators of miscellaneous pattern, on what is known as the right wire, with an equal number of fluid insulators. These have answered well on the left wire, which is fitted throughout with this description of

Also, four wires of the double line at the Ormara Station have been renewed with hardened copper wire for 21 miles, on two sets of parallel wooden sup-

42. Interruptions.—There was only one interruption affecting both wires, which was caused by a storm and lasted five hours. There were also 14 partial interruptions not affecting communication. These were, with two exceptions,

due to the wire breaking, through corrosion. This wire has now been removed. The following are the details:—

nd daster ber i da. 1011 - Daster ber i da.	SEC	TION.					No. of interruptions.	1	Duratio	n.
** 17 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 *** 12 ***								D.	H.	M.
Karachi to Ormara		•	0.001	19104.01	er serifi	X 153 F S	2	2	1	55
Ormara to Gwadur					1.00		3	0	14	30
Gwadur to Charbar							1	0	4	0
Charbar to Jask .	•	• 25		•			8	11	12	15
							14	14	8	40

This record compares very favourably with that of the previous year.

### PERSIAN SECTION.

43. Line Maintenance.—In December 1888, one of the wires between Bushire and Konar Takhteh was reinsulated for a distance of 40 miles with Johnson and Phillip's fluid insulators, thus rendering a second wire across the Mascheelah or salt marsh of Bushire efficient. Various improvements in the alignment have also been made during the year, principally in the neighbourhood of Ispakan, where nearly six miles of line were altered.

44. Wilful Damage.—Thirty-eight acts of wilful damage to the lines were recorded for the year, in compensation for which a sum of krans 2,901 was paid by the Persian Government. Of this sum, krans 970 were recovered from the Local Governors of Districts without the aid of Her Britannic Majesty's Legation at Teheran.

The wilful damage account is now closed on the 31st January of each year, in order that the necessary returns may be prepared and the bills be made out for presentation by Her Majesty's Legation on the 13th March, the date on

which the "Jask Royalty" becomes due to the Persian Government, from which sum the sums due for damage are deducted.

45. Interruptions.—Owing to the severity of the winter of 1888-89, the duration of interruptions has been somewhat greater. The following table is a comparative synopsis of interruptions for three years:—

	I wire.	2 wires.	3 wires.		
	H. M.	н. м.	Н. М.		
1886-87	636 56	129 1	59 23		
1887-88	342 32	50 32	59 23 8 55		
1888-89	603 39	27 44	50 46		

The principal causes of interruptions are snowstorms; camels, birds and wilful damage. Those attributable to the last cause, lasted 117 hours, 12 hours

and \frac{1}{2} hour, on one, two, and three wires respectively.

46. Traffic.—Traffic was interrupted for 4 hours in October, 8 hours in November, 40 minutes in December 1888, and 46 hours in January 1889. This last was on the occasion of a heavy snowstorm which broke the wires on both sides of Shiraz.

- 47. Appendix M shows the rate of transmission of messages over the Persian section, and Appendix L is a return of the number of messages and the number of paid words transmitted during the year. The increase of traffic shown by the latter return is due to the break in the Eastern Company's cables and accounts for the longer time taken in transmission, as evidenced in Appendix M.
- 48. During the interruption of the cables, an average of 820 messages or about 9,324 words passed daily through Teheran, the maximum on any one day being 1,300 messages. To meet this heavy demand, the second international wire was worked day and night from the 26th August to the 16th September, and to provide for this the Persian Telegraph authorities lent their wire for testing and control purposes.

49. Persian Authorities .- Friendly relations have been maintained with the Persian Government, the local authorities and with the inhabitants.

At the special request of His Imperial Majesty the Shah, temporary offices were opened for his use at Aliabad and Kôm, during his expedition to Kôm, in April 1888. For this service His Imperial Majesty the Shah conveyed his thanks to the Department through his Prime Minister, His Excellency the

In March 1889, His Royal Highness the Ehtesham-ed-Dowleh, a cousin of the Shah, who has recently been promoted to the dignity of Muhtamed-ed-Dowleh, was appointed to the Governorship of Fars. Since his assumption of office, that province, in which there were formerly frequent outbreaks, has been kept in a state of tranquillity, and the present Governor invariably shows that he is favourably disposed towards the staff of the Indo-European Telegraph

Department who have to thank him for his friendliness shewn in many ways.

A line, 60 miles in length, was made by Inspector R. McGowan for His Royal Highness the Zil-es-Sultan, K.C.S.I., Governor of Ispahan, from his palace in Ispahan to Kalleh Nazir in the District of Feridan, for which service His Royal Highness expressed his gratitude in the warmest terms. From July to November 1888, the services of Inspector W. Stagno Navarro were lent, at his request, to His Excellency the Mukber-ed-Dowleh, C.I.E., Minister for the Persian Telegraphs, for repairing the Persian line from Shahrud to Astrabad, at a time when, on account of disturbances on the frontier, the reestablishment of telegraphic communication was of great importance to the Persian Government. His Excellency was most grateful for the aid thus rendered'him in the emergency.

In February 1889, an application was made by His Excellency the Persian Minister of Telegraphs for stores for constructing a line ordered by His Imperial Majesty the Shah, from Burudjird to Mohammerah, for communication with the River Karun, with the object of facilitating the opening up of the navigation of that river for international commerce. These stores were supplied from India and delivered at Fallahi on the 22nd May 1889. They are to be paid for by a deduction from moneys due on account of message receipts, royalty, &c.

### MESHED LINE.

50. Maintenance and Repairs.—About 1,450 poles and 840 insulators have been renewed on this line during the year. On the section Kishlak to Abdula-

bad, 35 miles in length, no less than 250 poles were renewed.

uniper wood, which gives better insulation and is less liable to be attacked by white ants, is now being used for poles wherever the cost of carriage is not prohibitive. This wood, however, is only obtainable in the mountainous districts north of Semnan, Damghan and Shahrud. .

51. Wilful Damage. - There were only 34 hours' interruption due to this cause.

52. Interruptions. - The duration of the interruptions during the year aggregated 1,102 hours, of which no less than 324 hours was due to the insanity of the Persian clerk stationed at Nishapur, the aberration of whose mind was not suspected to be the cause. A total of 504 hours' interruption is attributable to the inattention of clerks and to damage caused by camels, and 34 hours to

53. Expenditure.—A sum of krans 1772.25 was paid by His Excellency the Mukber-ed-Dowleh on behalf of the Persiah Government for the maintenance expenses of this line in addition to the locally made insulators supplied by him. A further sum of krans 12,086 was also received for the payment of the Gholams or Linemen.

The accounts show a probable saving of krans 620'45 or R244 on the Budget Grant of krans 51,009 (R20,000) for this line.

SIMLA;

The 13th November 1889. touthe described comments of the second second of the second second second

### APPENDICES.

Summary of Expenditure on Capital Account to 31st March 1889.

		CHARGES.		CREDITS.		
	. In India.	In England.	Total.	In India.		
Works  Works  Do. (expenditure by Public Works Department)  Loss by exchange on English transactions	R a. p. 1,860 15 0 138 0 0 1 -73,920 0 1	R a. d.	# a. p. 1,860 15 0 138 0 0 1 -73,920 0 1	R a. p.		
Stores Advances Sales Balance credited to Capital	2,31,342 10 9 19,108 7 0 264 2 9	1,50,875 2 8	3,82,217 13 5 19,108 7 0 264 2 9 30,986 14 11	3,34,935 6 o 25,456 12 3 264 2 9	-3,098 13 10	
Persian Section.	1,78,794 3 5	1,50,875 2 8	3,60,656 5 0	3,60,656 5 0		
Suspense Heads— Advances Balance credited to Capital	16,361 10 2		16,361 10 2 1,114 5 1	17,475 15 3	8 8 11 1	
TOTAL	16,361 10 2		17,475 15 3	17,475 15 3		-3,210 2 6
Deduct—Receipts in England— Sale of old cable core returned to England						1,124,949 9 3

for Examiner of Telegraph Accounts. F. RAWSON,

APPENDIX B.

Revenue Account for the year ended 31st March 1889.

To Traffic Earnings, from 1st April 1888 to 31st March 1889-	888			£ s. d.	By Expenditure from 1st April 1888 to 31st March 1889-	o 31st March 18	89-		. £ s. d.
	Persian Gulf Section.	Persian Section.	Тотаг.			In India.	In England.	TOTAL.	
Net earnings on Indian Trans-Indian and Local Traffic including the profit on mean rates via Turkey	R a, p.	R a, p. R a, p. R a, 11,71,500 0 0 1,67,050 0 0 13,38,660 0	R a. p.		Persian Gulf Section. Repairs Establishment Tools and Plant	2,05,690 3 9 3,00,542 8 8 20,329 9 6	# a. p. 25,296 15 5	2,05,690 3 9 3,25,839 8 1 20,329 9 6	
Common Purse. Balance due to Common Purse	£ s. d. 117,160 0 0	£ 5. d. 16,706 0 0	£ s. d. 133,866 0 0 20,836 0 0		Profit and Loss. Share of advertising and agency charges. Royalty for use of Brown-Allan patent relay.	010	7,902 13 9	1,08,487 0 5 5 7,902 13 2,000 0	
TOTAL .	0 0 106,86	14,129 0 0	113,030 0 0	113,030 0 0	TOTAL F	6,35,055 1 7	35,199 13 2	6,70,254 14 9	
To Miscellaneous Receipts—					Repairs Establishment	24,235 5 I	13,907 13 11	24,235 5 1	
	Persian Gulf Section.	Persian Section.	TOTAL.		Tools and Plant Share of advertising and agency charges.	5,842 13 5	6 11	14,129 4 9 3,951 6 11	
	R a. p.	a.	. R a. p.		TOTAL PERSIAN SECTION .	2,19,147 12 9	26,145 12 2	2,45,293 8 11	
India In England	7,831 4 1	2,144 8 8 4,314 4 8	9,975 12 9		TOTAL INDO-EUROPEAN TELE-GRAPH DEPARTMENT.	8,54,202 14 4	61,345 9 4	9,15,548 7 8	
TOTAL .	7,831 4 1	6,458 13 4	14,290 1 5	1,429 0 2	Ϋ́	epartment .	nt of the Jask	6,301 0 0	
To Profit and Loss— Unsettled Traffic and Exchange				0 0 1		o 12th March 18		7	95,322 5 0
			TOTAL .	114,460 0 2	•				

F. RAWSON, for Examiner of Telegraph Accounts.

### APPENDIX C.

### JOINT PURSE\*.

# TABLE A.-Division of Receipts. .

	1	1 5	1 % 5 4 10 8 4 - 1 - 4 4 10
		ropea ment.	2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
•	e.	ndo-European Indo-European Company. Department.	£ 62,256 68,904 76,295 74,797 84,914 76,583 76,533 86,012 75,500 74,020 74,020 77,125
	VS FOR	pean y.	. 6 48 70 870 887 7 7 2 9 4 9 8 8 8 8 8 8
	RTION	do-Europea Company.	8 8,351 11 (8,545 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152 11 (10,5152
651	PROPORTIONS	Indo-	
FOTALS.	Ь	ny.	2. 3. 4. 7. 7. 7. 4. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7.
TOT		Eastern Company.	£ 281,572 345,168 346,390 346,390 354,238 375,832 375,832 375,832 377,999 373,947
	_	٥	9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9
	Share	fotal net value.	. 11 - 0 4 5 8 8 6 7 0
		Total ne value.	£ 427,180 482,309 525,016 515,104 545,003 555,443 555,443 555,443 555,443 555,443 555,434 555,034
		er of Is.	
		Number of words.	2,562,731 2,947,1713 3,187,2114 3,187,2114 2,283,793 3,345,199 3,711,717 3,656,560 3,856,563 3,875,344
	70.0	Indo-European Indo-European Company. Department.	S. d. 9 111 7 111 19 11 13 10 13 2 15 2 17 4 17 4
		ndo-Europea Department.	5 1717 6668 6668 6673 784 784 393 393 393 393 388 818 818
	FOR	n Ind	
SS.	PROPORTIONS FOR	any.	8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
SAGE	PORT	ndo-Europea Company.	£ 14,095 117,206 117,206 117,206 21,89 24,940 21,404 23,943 25,483 25,483 23,265 27,453 29,258
MES	PRO	1000	. 0004-144008
DIAN		Eastern Company.	5. 12 29 6 6 6 7 12 5 6 7 12 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
S-INI	80	Con	4,357 114,667 118,529 119,310 140,324 157,057 155,939 155,733 172,737
TRANS-INDIAN MESSAGES		t .	8. d. 115 7 115 7 116 7 116 7 116 7 116 116 7 116 116 1
		Total net value.	£ 117,170 147,541 143,776 155,093 161,035 175,123 195,597 195,597 195,597 195,797 195,797 195,797 195,797 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,796 195,
			принципа
No.		Number of words.	841,866 1,030,6664 1,043,6954 1,140,140,11 1,386,3914 1,421,11 1,441,312 1,616,877 1,616,877
	10 m	Opean nent.	8. 11. 12. 12. 12. 13. 14. 15. 15. 15. 15. 15. 15. 15. 15. 15. 15
		ndo-Eurôpean Department.	£ 2338 2338 2338 2338 2338 2338 344 344
	FOR	In Ind	65,555,555,555,555,555,555,555,555,555,
	IONS	iropea	8 62 2 2 2 2 2 2 3 2 1
GES.	PROPORTIONS FOR	Indo-European Indo-European Company, Department.	69,256 75,339 84,856 78,165 88,797 81,777 79,90 90,300 78,672 72,856
ESSA	PR	16.7555.16	8 8 5 5 0 8 8 8 8 8 8 9 8 5 5 6 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
NN		Eastern Company.	
INDIAN MESSAGES.		шS	187, 204, 229, 221, 227, 223, 223, 223, 244, 212, 209, 200, 201, 201, 201, 201, 201, 201, 201
-		e.	8. 00081.0001.11 8. 8880.0001.11 4. 1000000000000000000000000000000000000
	ŀ	value.	\$10,000 337,767 379,839 360,011 384,007 366,880 366,880 404,063 352,159 338,324 338,324
		is,	
		words,	1,720,865 2,143,516 2,013,516 2,013,516 2,086,976 2,086,976 2,086,938 2,288,87 2,214,048 2,207,439 2,207,439
	YEAR.		1878-79 1879-50 1880-81 1881-82 1881-83 1883-84 1884-85 1886-87 1886-87 1886-87 1886-87 1886-87
			888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 188

# TABLE B.-Division of Traffic as actually carried.

		INDIAN MESSAGES.	ESSAGES.			TRANS-INDIA	TRANS-INDIAN MESSAGES.			T	TOTALS.	
YEAR,		PROPC	PROPORTIONS CREDITED BY	D BY		PROPC	PROPORTIONS CREDITED	D BY		PROP	PROPORTIONS CREDITED	D BY
	Total net value.	Eastern Company.	Indo-European Company.	Indo-European Department.	Total net value.	Eastern Company.	Indo-European Company.	Indo-European. Department.	Total net value.	Eastern Company.	Indo-European Company.	Indo-European Department.
	£ s. d.	£ s. d.	. £ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1878-79	310,009 16 2	221,062 0 7	21 2	40,026 13 7	117,170 15 7	0	0	2,238 5 8	=	-	52.217 11 A	
1880-81	337,707 0 8	229,381 19 1		48,947 11 4	17	n	40	1		4	64,314 18 6	965.33
1881-82	360,011 1 9	232,682 0 4		52,735 10 0	13	י מ	000	014	- (	4	71,274 19 5	17
1882-83	. 384,007 5 9	185,637 10 3	=			+ 10	30	10	9 01	4 1	153,251 5 10	13
1884-85	308,880 9 2	200,426 16 6	92,281 15 4		9	13	12	1	12	20	109,891 8 2	15
1885-86	404,063 1 4	210,664 5 2	no	88.401 6 11	195,974 2 0	105,473 1 3	-	11,691 13 10	556,443 18 11		114,464 12 11	0
1880-87	. 352,159 11 4	S	87,058 6 11		8	90	18	2 00	0	12	132,990 11 1	2 5
1888-89	330,324 5 0	200,150 10 10	200		213,106 12 4	184,299 10 1	17,370 0 6	11,437 1 9	551,430 17 10	390,450 6 11	89,172 8 8	- 71,808 2 3
				0 0 0000		1 0 06060/1	•	19,931 11 5	10		121,364 13 9	61

\* Exclusive of the liability of the Indo-European Telegraph Department for interruptions in Turke; ander Article % of the Joint Purse Agreement.

### APPENDIX CC.

Summary of Capital and Revenue Accounts for five years.

Gulf Section,			CONTRACTOR STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STR
			CAPITAL ACCOUNT.
1000	fulf Section.	Persian Gulf Section.	Capital Total capital Persian Gulf Section.
4	Miscellane- ous.	Message Miscellane- Revenue, ous,	Message Revenue.
69701	2,003 3,172 6,117 47,126 7,831	8,19,757 2,003 8,63,182 3,172 8,81,875 6,117 8,70,926 47,126 9,89,020 7,831	

### APPENDIX D.

PERSIAN GULF SECTION.

Showing the Net Value of the Traffic received from the Indian, Persian and Turkish Lines, and from Stations of the Section durin

Number Net Receipts, Odf Section.  Section.  R a. p. 25 41,975 31,873 9 53,325 40,664 8 11 53,348 43,348 9 52,659 9 52,659 9 52,659 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 112,051 11	PERSIAN LINES.	TURKISH LINES.	STATIONS OF THE PERSIAN	HE PERSIAN GULF		GROSS TOTAL	
3,267       41,975       31,873       9       5       2,659       43,615       27,668       0       6         3,849       53,325       40,664       8       11       3,396       60,574       35,963       2       6         4,113       57,465       43,561       9       9       3,483       65,541       36,107       10       11         3,860       53,248       43,348       0       7       35,58       63,501       2       6       65,453       43,039       7       2       6         10,337       116,880       90,591       2       4       8,160       112,051       7       7,303       7       2       6       45,107       10       11         7,855       92,055       72,455       8       11       7,235       102,927       7,2808       3       5       44,030       0       6       44,030       0       6       44,030       0       44,030       0       0       44,030       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Number of Words.	rr Number Net Receipts, of Persian Gulf Se. Words. Section.	Number Number of of of Messages. Words	or Net Receipts, Persian Gulf	Number	Number of Words.	Net Receipts, Persian Gulf
3,267 41,975 31,873 9, 5, 2,659 43,615 2,7668 3,849 53,325 40,664 8 11 3,396 60,574 35,995 3,483 62,541 36,107 3,865 53,248 43,348 0 7 3,658 60,574 36,107 3,655 10,337 10,537 10,551 2,455 10,501 1,735 10,201 1,7,808 1,115 56,654 46,275 13 6 3,927 64,055 44,063 4,119 58,299 48,678 7 3,767 66,949 45,518 4,119 58,299 48,678 7 3,767 66,949 45,518 4,552 3,249 4,439 3,5027 11 10 2,818 50,918 35,238 35,238 35,017 1 9 2,906 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 45,674\frac{1}{2},32,497 4					Messages,		Section.
3.849 53.325 40.664 8 11 3,396 66,574 35,963 4,113 57,465 43.561 9 9 3,483 62,541 36,107 3,886 10,537 115,880 7,855 92,055 72,455 8 11 7,235 102,923 77,808 7,855 92,055 72,455 8 11 7,235 102,923 77,808 7,805 7,805 72,455 8 11 7,235 102,923 72,808 7,115 56,554 46,275 13 6 3,927 64,055 44,063 74,03 63,529 48,678 7 7 3,767 66,949 45,818 7,524 44,574 44,570 53,525 13 2 4,161 72,730 49,476 3,249 45,482 34,677 1 9 2,906 45,674 32,349	27.668 o 6	B 2011		4			
3,860 3,860 10,337 10,337 116,880 7,855 9,0591 4,115 8,105 116,880 7,855 9,0591 4,115 10,377 116,880 116,880 116,880 116,880 116,880 116,880 116,880 116,880 116,880 117,335 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,050 116,	35,963 2 6	2,094 1,767			6,512	93,431	64,542 13
16,337 116,880 90,591 2 4 8,100 112,051 74,808 72,808 41115 50,554 46,275 13 6 3,927 64,055 72,808 74,053 63,522 64,057 13 6 3,927 64,055 74,063 64,057 13 6 3,927 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057 64,057	36,107 10 11	2,201 1,835		1,403	8,112	125.830	
7,855 92,055 72455 8 11 7,335 102,923 72,808 4,115 50,554 46,275 13 6 3,927 64,055 44,063 6,352 52,327 0 8 3,937 63,840 45,592 48,678 7 3,707 66,949 45,818 6,574 43,430 35,027 11 10 2,818 50,918 35,238 3,160 42,462 34,677 1 9 2,906 45,674 32,497	77.808 7 2	1,803 1,021			7,981	126,881	
T	72.808 2 5	4,150 3,935		1,038 5	19,284	236,144	
7	44.063 0 3	4,045 4,011		1,491 0	16,075	204,095	
4,119 58,299 48,678 7 7 3,767 66,949 45,818 4,574 64,570 53,556 13 2 4,161 72,730 49,476 3,249 43,430 36,027 11 10 2,818 50,918 35,238 3,160 42,462 34,677 1 9 2,906 45,674\(\beta\) 32,497	45.502 10 8	3,503 3,132 3		1,432 4	8,805	128,725	94,903 14
3,249 45,49 36,570 53,556 13 2 4,161 72,730 49,476 53,528 11 10 2,818 50,918 35,238 3,160 42,462 34,677 1 9 2,906 45,6743 32,497	45.818 0 6	2,949 2,019 5 1			9,041	134,890	1,01,040 13
3,249 43,430 36,027 II 10 2,818 50,918 35,238 3,238 32,497	40.476 0 4	2.020 2,000 3		1,051 5	900'8	132,284	98,214 11 1
3,100 42,402 34,077 1 9 2,906 45,6743 32,497	35,238 12 0	2,727 2,406 11		944 0	9,384	143,768	1,06,581 11
	32,497	2,715	376 5,104	1.189 7 1	6.701	100,342	74.597 9
50.001 /4".005  5.04.027   E   FO 101   O 101			1	4	-616-	9399338	10,4004 0
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	14	37,142 33,344 6 I	3,744 46,766	5 14,205 3 4	114,991	1,642,0703 1	0 0 099.78.1
Monthly average 4,742 61,991 49,503. 2 1 4,175 67,857 45,506 13 2	45,506 13	3.005 2.778 11 2	212 2804	60	1000		

G. W. SEALY, .. Offg. Traffic Manager, Persian Gulf Section.

### APPENDIX E.

PERSIAN GULF SECTION,

Showing the average daily mean-rate of transmission of Messages over the Persian Gulf and Persian Sections to and from Karachi and Teheran during the year 1888-89.

					in later live					
	REMARKS.		Gwadur-Jask Section interrupted working through Land-line.	Ditto ditto ditto.  Ditto ditto ditto.  Ditto ditto.		Persian lines working badly through severe weather.	Working one Gulf Section 8th to 27th and Persian lines working badly.			•
	an to schi.	Secs. 53	10	111 03 14	55	35	50	25		40
.88.	Teheran to Karachi.	Mins. 8 9	17	13 13		25	14	2 0		. 12
1887-88.	Karachi to Teheran.	Secs. 24 6	34	55	14	40	*23	35		42
	Karachi te Teheran.	Mins.	=	188	10	21	27	2		==
	REMARKS.	V 2	Adracii-Owacur Section interrupted, working, through Land-line 4 days 23 hours and one circuit Persian Section.	Not recorded owing to pressure of work caused by the total interruption of the Eastern Company's lines.  Working one circuit Gulf Section for 23 days 21 hours and one circuit Persian Section.	Working one circuit Gulf Section for 3 days 7 hours and Persian Land-lines working badly.	Working one circuit Gulf Section for 2 days 19 hours and Persian Land-lines working badly.	Working one circuit Gulf Section for 5 days 23 hours and Persian Land-lines working badly.	4		
.68	Teheran to Karachi.	Mins. Secs.  10 37 8 31 9 11	2	17 2	17 33	14 21	25 55	9 I 5 34	10 (1) (0) (1) (1) (1) (1) (1) (1) (1) (1) (1)	13 47
1888-89.	Karachi to Teheran,	s. Secs.	14 3/	14 33	1 11	14 6	18 41	9 57 8		13 26
1	Month.		· · · ·	August September October	November	December	January	February	Average monthly mean- rate of transmission	per message during the year.

Offg. Traffic Manager, Persian Gulf Section.

### APPENDIX F.

PERSIAN GULF SECTION

Showing the maximum, minimum and mean-rate of transmission from the United Kingdom to Karachi during the year 1888-89, compared with that

Момтн.					900000000000000000000000000000000000000	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE					1887-88	88				
MONTH.		UNITED KINGDOM TO KARACHI.	KINGDO	M TO K	ARACHI,		REMARKES.	Y		INITED KINGDOM TO KADACOI	MINGRO	1 TO 17	DACER	1	REMARKS.	
A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	1	Vid Truresay		-	. A. T.					CALLED	MINGDO	10 K	KACHI,			
		-			FIG LURKEY.				7.	VIG TRUERAN.	•	7	VIA TURKEY.			
	maxi- ir.um.	Mini- mum,	Mean.	Maxi- mum.	Mini- mum.	Mean.	Teheran route.	Tarkish route.	Maxi-	Mini-	Mean.	Maxi-	Mini-	Mean,	Teheran route,	Tarkish route.
	H. M.	H. M.	H. M.	H. M.	Н. М.	H. M.	•		W 17	W 11	1	1				
April	2 14	0 8	0 43	76 40	5 14	3833	-	Interrupted a hours he.	. M.	n. m.	H. M.	H. M.		H. M.		
м							days 4 hours between Ouessa and Emden,	youd Fao.	Ç	2	0.00	11 13	3 33	0 43		
	3	8	0 36	99 40	4 21	33 11	One circuit Gulf Section 10 7 hours,	7 days 9 hours beyond. Busreh and Bagdad,	3 24	0, 51	0 45	45 24	4 6	16 34		Frequent interruptions
June	5 1	9 0	0 49	33 35	4 22	15 20	One circuit Gulf Section 4 days		3 10	• 0	0.45	30 45	1 27	10 45		and Busreh,
July	4 55	9 0	0.56	30 23	2 19	10 50	lines interrupted 81 2	days 13 hours beyond Busreh.	2 41	, o.	0.54	15 23	3 0	-	10th to 25th working 1 circuit	
August	:		.:				255.57								Out, Section,	
September.							Not recorded owing to p	press of work.	3 9	4 0	0 20	17 3	2 32	10 1	Gwadur-Jask Section interrupted	
October						i.		-	3 10	6 0	0 55	28 57	3 1	12 6	Ditto ditto.	Ditto ditto,
	0 41	0 2	0 55	47 8	3 23	19 26	One circuit, Gulf 23 days 21 hours,	State of the second second	3 24	8 0	0 40	32 26	1 57	1 81	•	
November	12 42	0 4	1 47	27 13	9,0		nit Cuif a danc & house									0
				!	<del>}</del>	13.33	et.	Busreh and Bagdad,	3 31	9 0	0 57	44 24	3 58	12 13 P	Pressure of Traffic	Frequent interruptions Fao-Busreh and on the
December	5 51	0 13	1 37	126 22	2 17	42 15	One circuit Gulf 2 days 19 hours 6	days 13 hours beyond Busreh and Bagdad.	7 31	0 7	61 1	51 3	7 35	22 17 P		and Division Turkey in Asia, Frequent interruptions
January	7.7	0 10	1 21	44 04	4 26	15 56	One circuit Gulf 6 days B	Busreh-Fao Cable inter- rupted 2: hours for re- pairs.	5 39	0 7	1 4	132 34	4 20	37 32 8		Factions. Frequent interruptions on the and Division lines
February	6 30	6 0	1 7	49 50	3 49	12 40	Company's lines interrupted 7		(a) 2 49 (a	(a) 0 14 (a	(a) 1 29	6 89	4 26	20 43 In	retsian Section and Company's lines beyond Kertch.	Turkey in Asia.  Ditto ditto.
March	2 26	9 0	0 54	43 51	4 32	13 20 (	Company's Ilnes interrupted 6 days beyond Sukkwm Kali,		300	1		40 40	4 21	14 23 Cc	to end of menth.  Company's line to England luter- rupted during the month	
Monthly average, during the year	5 39	0 7	1 4	57 53	3 45	19 28			3 43	9 0	0 55	43 10	3 41	15 54		

(a) Messages of 31st January passing 1st February.

Offg. Traffic Manager, Persian Gulf Section. G. W. SEALY,

### APPENDIX G.

## PERSIAN GULF SECTION.

Showing the number of messages and words, and the percentage of messages received from and forwarded to the Persian and Turkish lines during the year 1888-89, compared with the previous year.

		TOTAL.	Words.	8,367 3,3249 3,3249 3,329 6,461 6,461 6,461 6,464 6,145	48,802	
		T	Mes- sages.	\$25.58888833258 \$45.585888883558	4,912	6.26%
	PM TURKEY.	To	Words.	946 1,468 1,445 1,057 1,1647 2,470 1,316 1,338 1,338 2,423	18,437	11
	PM TI		Mes- sages.	107 1128 1128 1118 1138 1130 1130 1130	1,691	11
		FROM	Words.	1,421 1,941 1,875 2,39 2,155 3,024 3,091 3,091 1,864 1,864 1,864 2,426 3,722	30,365	
		F	Mes- sages.	158 233 271 334 334 334 334 334 334 334 334 334 33	3,221	11
1887-88.		TOTAL.	Words.	98,103 100,0304 107,295 110,925 106,712 112,782 124,5764 129,779 18,303 18,303 26,410	1,164,487	11
		To	Mes- sages.	6,708 6,627 6,848 6,804 6,804 6,079 6,079 6,081 7,000 7,000 7,000 1,147 1,147	73,574	93.74%
	VIA TEHERAN.	To	Words,	44,798 47,806 53,988 51,750 53,585 51,285 53,162 53,162 59,536 59,536 59,536 5,934	553,2234	14
	Vid TE		Mes- sages.	3.454 3.587 3.765 3.775 3.977 3.977 3.716 4.043 3.487 4.041 3.73 1.490	39,278	1:
		<b>Р</b> ком	Words.	53,305 53,307 59,175 53,201 55,420 55,620 65,0404 65,839 71,297 12,351	611,263	11
		FR	Mes- sages.	3,254 3,040 3,089 3,089 3,122 3,099 3,255 3,007 3,519 3,557 774	34,296	1.:
	1	TOTAL.	Words.	6,680 3,289 3,356 2,760 6,562 7,249 6,008 4,518 4,239 4,250 4,250	57,946	1
		To	Mes- sages.	467 355 370 378 378 7,53 885 625 496 541 470 521 532	6,343	5.72
	JRKEY.	To	Words.	2,612 1,195 1,155 897 2,406 2,404 2,425 1,569 1,876 1,310 1,523 1,432	20,804	1:
1	Vid TURK		Mes- sages.	166 122 111 101 237 232 234 172 188 143 189 189	2,098	1:
		FROM	Words.	4,068 2,034 2,201 1,863 4,845 3,6845 3,012 3,012 2,949 2,949 2,727 2,727	37,142	1:
		FR	Mes- sages.	301 233 259 227 227 516 633 39- 332 344 349	4,245	11
1888-89.		AL.	Words.	83,158 111,983 118,294 120,528 226,552 192,165 118,286 1125,390 125,390 135,145 92,413 86,498	1,533,912	1.1
		TOTAL.	Mes- sages.	5,724 7,051 7,446 7,446 1,396 18,244 14,820 7,800 8,133 7,701 8,505 5,851 5,879	104,550	94.28
NYGGI	NA TEHEKAN.	To	Words.	39,543 55,753 55,753 55,753 55,723 114,301 89,242 54,30 61,550 56,751 62,415 40,824	719,636	1:
	Via 1E	1	Mes- sages.	3,065 3,963 3,963 10,084 7,585 3,934 4,344 3,934 3,934 3,934 3,934	54,449	\! !
		FROM	Words.	43,615 66,574 62,541 68,405 1112,631 102,923 64,056 63,840 66,949 72,730 50,918 45,674	814,276	11
		F	Mes- sages.	2,659 3,390 3,483 3,658 8,150 7,235 3,707 4,161 2,818 2,906	50,101	171
		MONTH.		April May June June July August September October November November Rebruar y Rebruar y	otal for the year .	ran Ditto vid Turkey

G. W. SEALY, Offg. Traffic Manager, Persian Gulf Section.

Statement showing the Faults and Repairs in the Persian Gulf Cables during the official year 1888-89.

APPENDIX H.

	KEMARKS.	Partial earth.  Total Break. Repairing another fault. Partial earth till 13th August, then total break. Repairing other faults. Total break. Ditto Repairing other faults. Partial earth till July 27th, then total break. Repairs delayed on account of monsoon swell. Partial earth. Interrupted for repair only. Total break. Ship repairing another fault. Partial earth. Partial earth. Ditto	Fault not yet localized owing to its high resistance. Fault could not be localized on account of its high and variable resistance.
C.	Cause of Fault,	Corrosion of guards and chafe. Corrosion of guards Ditto Ditto Ditto Ditto Ditto Ditto Holein Percks Holein Percks Holein Perck	
LOCALITY OF FAULT.	From	149'16 Bushire 319'94 "	1:
LOCALI	Knots.	149°16 319°94 202°35 216°82 99°29 95°0 120°74 288 49 288 49	
	2801103	Bushire-Jask India-rubber   Ditto   Disk-Gwadur   Ditto   Disk-Gwadur   Di	Fao-Bushire Bushire-Jask India-rubber.
TOTAL DURATION OF INTERRUPTION.	Hours.	234	11
TOTAL	Days.	1	11
FAULT.	No. Date.	3 February 6th 1888. 5 August 13th ". 7 August 26th ". 6 " 21st ". 2 January 4th ". 8 September 1st ". 10 November 23rd ". 11 January 14th 1886.	12 " 17th 7,
REPAIR.	Date.	May 27th 1888.  August 24th "  September 1st "  October 31st "  December 17th "  January 17th 1889  " 31st "	•••
	No.	1 May 3 Augus 3 Augus 3	11

Engineer and Electrician, Persian Gulf Section.

J. POSSMANN,

Statement showing Expenditure of Cable during 1888-89 and Quantity on hand on 31st March 1889.

	·		RECEIVED SINCE.		. TOTAL.		n de la constanta	
DESCRIPTION.	Balance, 31st March 1888.	Manufactured at Manora.	Received from England.	Picked up at sea fit for relaying.	Receipts, 1888-89.	Expenditure, 1888-89.	Balance in name, 31st March 1889.	REMARKS.
Gutta-percha-			• 100					
Main Cable, 1st class	. 11.840	32.000		22.970	•018 99	62.94	20.02	•
Shore end	4.829				4.829	4.829		
e ·	000,8				8.600			
t	. 40.200	73.130	AND INSTEAD OF	0.9.6	122.04	116'14	08.9	
. Ditto do. 2nd ditto .	1.562	•		`	1.562	1.462		
Main cable, 2nd class				000.01	000.01		00.01	
Main Cable	070.0			ò				
Chain cand	3 343		•	38.907	42.25	31.61	* 10 34	
Snore end	3.150				.3.15	:	3.15	
TOTAL	73.524	105.130	大学 かいままりか	81.487	260'141	201.231	16.85	

J. POSSMANN,

Engineer and Electrician, Persian Gulf Section,

### APPENDIX J.

Statement shewing the Renewals in the Persian Gulf Cables during the official year 1888-89 in places where no faults existed.

No.	Commencement of Renewal.	Termination of Renewal.	FOTAL I	FOTAL DURATION OF INTERRUPTION CAUSED BY RENEWAL.	Section.	Loca	LITY OF R	LOCALITY OF RENEWAL KNOTS,	TOTAL LENGTH RENEWED.	D. REMARKS.
			Days.	Days. Hours.		From.	To.	From.	Knots.	
н	I May 28th, 1888	June 9th, 1888 .	4	19	19 Bushire-Jask Indian Rubber .	148'32 154'88 Bushire	154.88	Bushire .	95.9	6.56 Renewal delayed by bad
99	November 23rd, 1888 November 24th, 18 December 28th, 1888 January 6th, 1889	November 23rd, 1888 November 24th, 1888 December 28th, 1888 January 6th, 1889 .	1 6	ol# 0	Gwadur-Manora Bushire-Jask Indian Rubber	2.40	8.77	8.77 Manora . 148'08 Bushire .	6.37	6.37 • Weather. 34.78 Renewal delayed by bad
45	February 25th, 1889. March 1st, 1889	February 25th, 1889. February 27th, 1889. March 1st, 1889.	۹ :	9 152	Gwadur-Manora	32.90	51 63 28.33	51 63 Gwadur . 28.33 Gwadur .	. 18.73	weather.

Engineer and Electrician, Persian Gulf Section. J. POSSMANN,

### APPENDIX K.

Statement of work done by the Telegraph Cable Steamer "Patrick Stewart" during the year 1888-89.

		DA	TE.			
	From			То		Particulars.
	1888.	•		1888.		
April	1.		April	Ι.		At mooring in Karachi harbour.
"	2 .		1)	5 .		Left for Bombay, arriving there on the 5th.
1)	6.	•				In Bombay harbour and dock, undergoing repairs, &c.
May	4 .	2.00	May	7 .		Left for Karachi, arriving 7th.  At moorings in Karachi harbour, preparing ship for sea.
. 11	8.	•	11	16 .	•	Left Karachi to repair fault in Karachi-Gwadur Section
,,	17 .		,,	17 .		about 9 miles off Manora, but unable to carry out the repairs owing to heavy sea, returned to Karachi.
1)	18.		_2)	20 .		At moorings in Karachi harbour.
"	21 .		June	21 .	•	Left Karachi for all stations, repaired two faults in Jask- Bushire India-rubber cable, also picked up old Gutta-
						percha in same section, and returned to Karachi.
Tuno	00		Aug			At moorings in Karachi harbour.
June Aug.	22 .		Aug. Sept.	14 .		Left Karachi, repaired four faults in the Jask-Bushire Sec-
Aug.	15.		осре.			tion. On downward voyage repaired the cable on the beach at Gwadur.
Sept.	13.		71	22 .		At moorings in Karachi harbour.
,,,	23 .	•	1)	26 .		Left Karachi, repaired the fault in Karachi-Gwadur Section
						off Manora, and returned to Karachi.
o":	27 •		0".	30 .		At moorings in Karachi harbour.  Left for Bombay, arriving there on 4th.
Oct.	Ι.	•	Oct.	4 .		In Bombay harbour and dock, cleaning, painting, &c.
"	5 .	•	93	12.		Left for Karachi, arriving on 15th.
"	16 .		"	24 .		At moorings in Karachi harbour.
"						
Oct.	25	•	Nov.	19 .		Left Karachi, repaired two faults in Jask-Bushire Section India-rubber cable, picked up old cable, and returned to Karachi.
Nov.	20		,,,	22 .		At moorings in Karachi harbour.
"	23		"	24 .		Left and repaired cable outside of Karachi harbour and
						returned to Karachi.
"	25 .		Dec.	11 .	•	At moorings in Karachi harbour.
	100		T	1889.		Left for all stations with reliefs and stores, repaired cable in
Dec.	12.		Jan.	22 .		Gwadur west bay, one fault in the India-rubber Jask- Bushire Section, and one in Bushire-Fao Section, and
	1889.					arrived at Busreh.
Jan.	23		Feb.	8.		Left Busreh, repaired fault in the India-rubber cable; picked up old Gutta-percha cable and arrived at Karachi after calling at Fao, Bushire, Jask, Charbar, Gwadur and Ormara.
	1889.			1889.		
	18 ABO N		Fak	00		At moorings in Karachi harbour.
Feb.	9 .		Feb March	22		Left Karachi and repaired one fault in Karachi Gwadur
, "	23 .		Marci	4		cable and one in Gwadur-Jask cable and returned to Karachi after calling at Gwadur and Ormara.
March	5 .		,,	II		At moorings in Karachi harbour.
5)	12 .	•	,,	15		Left for Bombay, arriving there 15th.
11	16 .		"	31		In Bombay harbour and dock for painting and repairs.

ABS	IKP	101	•			

At moorings in Karachi
In Bombay harbour or dock
At sea

APPENDIX L.

Statement showing number of Messages (Service and Paid) and Works Paid Transmitted over Teheran-Bushire lines during the year 1888-89 as compared with that of PERSIAN SECTION.

previous year.

Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   N	-		CHARLES .	0000000		10000	2000		221	000	(69)	N/H/A	1000	360	POLIC	
Number of Words paid														Company's Lines inter-	j rupted.	
Number of Words paid		Number of Words noid	only.	98,193	102,281	111,944	112,678	109,636	108,454	114,697	126,425	123,877	132,693	17,004	26,917	1,184,799
Number of Words paid   Remarks.   1887-88.   Service.   Paid.   Orly.   S5.135   114,500   June			1	6,743	6,845	7,054	7,022	7,371	6,924	7,120	7,868	7,380	7,929	1,00,1	2,252	75,509
Number of Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number		NUMB MRSS	Service.	385	334	280	341	344	293	362	345	388	332	81	130	3,615
Number of Number   Number   Number   Number   Service   Paid   Of Words paid   Service   Paid   Only.     1888   340   5.901   85,135   14,500   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204   120,204		00 100 1	.00/.00		May "	June "	July "	ted. August "	September "	October "	November "		-	February "	March "	TOTAL FOR YEAR
NUMBER OF MESSAGES.  Service. Paid.  1888 340 5.90 334 7.67 394 7.67 394 7.67 394 7.67 394 7.67 399 8.83 398 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 309 8.83 309 8.83 309 8.83 309 8.83 300 8.83								Eastern Cable interrupt	Ditto.							Yaya 1
NUMBER OF MESSAGES.  Service. Paid.  1888 340 5.90 334 7.67 394 7.67 394 7.67 394 7.67 394 7.67 399 8.83 398 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 308 8.83 309 8.83 309 8.83 309 8.83 309 8.83 300 8.83		Number · of Words naid	only.	85,135	114,500	120,204	124,056	230,011	196,624	122,549	128,442	125,234	138,835	93,649	86,242	1,565,481
Numbers		NUSS ZVES	Paid.	106,5	7,326	7,678	7,829	18,897	15,031	7,873	8,538	8,020	8,837	6,008	5,891	108,429
April 1888 May " July August " October " October " December " Becember " Total for year		NUMB MESS	Service.	340	354	394	413	858	020	345	331	507	538	408	584	5,722
		1888-89.		CATCH MAN TO SERVICE	May "	June "	· " " find	August "	September "	· October "	November "			rebruary "	marcn ., .	TOTAL FOR YEAR

APPENDIX M. PERSIAN SECTION.

Average rate of transmission of messages in their transit through the lines between Teheran and Bushire for the year 1888-89 as compared with that of the previous year

			TR	TRANSIT.							TR	TRANSIT.				
1838-89.	Tehera	n to B	ushire	Teheran to Bushire. Bushire to Teheran.	e to Te	heran	REMARKS.	1887-88.	Tehera	an to B	ushire	Teheran to Bushire   Bushire to Teheran,	to Tehe	eran,	Bearing	
	Н.	M.	S.	H.	M.	s.			Ħ	M.	s.	H.	M.	s.	NEWAKKS.	
		4	41		4	56		April 1887		ı v	23		, P	4		-1
•		4	50	•	3	46				9	10		9	36		
•		5	18		3	50		June		ır	21		4	36		
		13	40		9	15		July		) v	3		- 6	35		
•	2	25	18		7	28	Eastern Cable interrupted.	August "		4	55		00	200		
•	:	34	59	•	4	23	Ditto.	September,,		.5	200		2	13	•	
		6	18		3	57		October		9	22		2	280		
		91	22		8	54	Faulty lines.	November,,		8	38		. 4	50		
		00	7	•	4	13		December,,		20	57		12	100	Faulty lines	
6881		19	19		7	12	Ditto.	January 1888		7	, ,		A 1757	<u> </u>	•	
		.5	4		2	32		February "		. 03	31		0	26		
	:	1	55		-	57		March " · ·		7	49	,	1	5		
Average for year .		17	42	:	4	57		Average for year		9	42	:	4	45		

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

### Weather Summary for November 1889.

The month of November forms, though less emphatically so than October, one of the autumn transition months during which conditions change from those of the south-west monsoon period to those of the north-east monsoon period. In Northern and Central India the weather is normally fine with a briskly decreasing temperature, while over Bengal and the north of the Bay light north-easterly winds and fine weather alternate with cloudy periods, as the weather in the south of the Bay is disturbed or settled. On the Coromandel Coast the humid north-east winds of the cold weather monsoon ordinarily give heavy rain, while on the western side of the Peninsula, on the contrary, the north-easterly winds are dry and the weather is generally fine. The liability to severe cyclonic storms in the Bay which is so characteristic of the month of October is almost as strongly marked in the early part of November. These storms ordinarily originate over the centre of the Bay and march almost due westward (with very slight northing).

It was explained in the Summary of last month that the south-westerly winds of the south-west monsoon continue to blow during October at the entrance to the Bay and that these humid winds gradually curve round over the centre of the Bay and advance on the Coromandel Coast as north-They there occasion steady rainfall during the second One of the most important features of the weather of easterly winds. half of October. October last was the almost complete failure of this current and this rainfall. The conditions which occasioned this failure were apparently equally operative during the past month of November as a very considerable failure of the Carnatic rainfall is reported, and the winds along the Coromandel Coast, except when disturbed by the cyclonic storm to be afterwards described, were almost continuously north-westerly. The chart of barometric abnormals shows that a peculiar distribution of pressure accompanied this irregularity. At all stations to the west of the meridian of 80° (with the exception of part of the Punjab and the North-West Provinces) the mean barometer was abnormally high, and at all stations to the eastward of the meridian of 80° it was abnormally low. The greatest excess of pressure was on the west coast, the greatest defect over the Circars, the head of the Bay and part of Bengal. Hence the ordinary barometric gradient was considerably modified and there was no flow of air from the north and centre of the Bay towards the south of the Peninsula. Another irregularity which has been exhibited this month is also probably associated with the abnormally high pressures existing over Western India. As stated above, the storms which are formed over the Bay during this month ordinarily march in an almost due westerly direction. It is, however, unusual for a cyclonic storm to advance directly towards an area of excessive pressure, and it is hence, in all probability, to the existence of abnormally high pressures on the west coast that the very exceptional trajectory of the storm of the 15th to 21st November was due.

Pressure.—The returns for the whole of India for the whole month show that, compared with the normal, pressure was low for the time of year by an amount equal to 0'037 inch. The meridian of 80° divides the Indian region into two parts, all stations to the west of that line (except parts of the Punjab and North Western Provinces) reporting excessive pressures and all stations to the east reporting defective pressures.

Temperature.—The very cool weather which characterised the greater part of October was maintained, though in a modified degree, during the month under review. In Bombay and the Central Provinces indeed the coolness was even greater than in October, but in all other provinces the deficiency, where it existed, was less than in the preceding month, and in the North-Western Provinces and Madras was changed into an excess. The following table shows the

variation of the mean temperature for each week and for the month from the

PROVINCE.	DIFFEREN	CE OF MEA	N TEMPERA	TURE PROP	M NORMAL	Difference of mean
The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	4th.	11th.	18th.	25th.	and De- cember.	from the normal for the month.
Burma Bengal North-Western Provinces Punjab Bombay Central Provinces and Berar Guzerat and Central India Sind and Rajputana Madras	-0.7 -0.5 +0.8 +1.3 -2.5 -2.6 -1.5 -0.7 +0.2	0 +0.6 -1.2 -2.1 -3.8 -2.5 -3.5 -0.7	-0.8 +2.8 +2.3 -0.8 -2.2 -1.5 -2.3 -1.6 +1.3	-0'3 +2'7 +2'3 -0'7 -1'2 +1'4 -0'6 -0'6 +1'4	+0·1 +1·0 +1·4 -1·5 +1·1 +1·8 +1·2 -0·4	0 +1'8 +1'5 -0'2 -2'0 -1'0 -0'9 -1'0 +0'4

One interesting feature of the temperature of the month has been the frequent occurrence of much lower night temperatures at the plains than at the hill stations. So frequently has this occurred that the mean minimum temperature of the month was 7.2° higher at Murree than at Rawalpindi and 3.8° higher at Simla than at Lahore. This phenomenon only occurs during clear weather and under anticyclonic conditions; so soon as cyclonic conditions obtain and the air become damp and even very slightly clouded the ordinary temperature relations are rejestablished. Over the greater part of India the past month has been one of exceptionally large range of temperature, the day readings generally exceeding and the night temperatures falling short of the normal.

Barometric depressions and cyclonic storms of the month.—There was only one important cyclonic storm during the month. A series of small depressions were, however, apparently formed over Lower Burma and that neighbourhood which after occasioning some rain round the Gulf of Martaban disappeared, and a second series of small storms appeared over Bengal.

Important depression of the 13th to 20th November.—There are certain reasons for supposing that this rather remarkable storm was formed over the Andaman Sea and the east of the Bay. On the 11th, the observations showed a very distinct depression overlying Lower Burma and the neighbouring seas. The winds at the stations in Lower Burma fed into this depression and rain was falling at Diamond Island, Moulmein and Tavoy. On the following day the chart showed that the wind had veered and the barometer, risen-changes which would agree with the supposed west-south-west advance of the depression. On the 13th, the barometer was still rising in Burma, while it had fallen over the south-west corner of the Bay, where a depression was shown. On the 14th, the barometer was still rising in Burma and falling in Madras and the depression over the Bay was spreading out. On the morning of the 15th, the barometer was apparently steady over the south of the Bay, while it had risen all over the surrounding land area. Hence the depression over the Bay had increased considerably in definiteness and become a well marked storm. period the future movement of the storm was very doubtful, as the only barometric falls reported were very slight decrements at Colombo and Salem, so that what indications there were were in favour of a westerly movement. On the 16th, the observations showed very little change in the storm, but the barometer was falling over the greater part of the Indian region. The greatest fall was at Negapatam, while at Cuttack and False Point the barometer was actually rising, so that the evidence, though very slight, was still in favour of the normal westerly movement. On the 17th the barometer was falling every where, most at Cuddalore and Coimbatore, and the cyclonic storm had become an important depression occasioning strongish cyclonic winds all over the south of the Bay. The lowest barometers were at Cuddalore and Negapatam. Heavy rain was falling along the Coromandel Coast. Between the morning of the 17th and that of the 18th the storm suddenly moved northward and the centre on the latter date lay off Nellore. The disturbance had still further developed and strong cyclonic winds prevailed over the greater part of the Bay. Heavy rain was falling from Vizagapatam south to Madras. The reports of the 19th showed that the storm had continued to move up the Bay and to develop, and

on that day the centre lay off Vizagapatam. Very heavy rain was falling in Ganjam. After 8 A. M. on the 19th the advance of the storm was very slow, and according to the information received in Simla the centre on the morning of the following day lay off the Circars Coast between Vizagapatam and Gopalpore. A severe easterly gale had prevailed at the latter station and very heavy rain continued to fall in Ganjam and Orissa. The lowest barometric reading reported (Vizagapatam 29'614 inch) was 0 018 inch higher than the lowest on the previous day, so that presumably the depression had already begun to fill up. On the 21st the lowest barometer in the upper part of the Bay (29.752 inches) was reported from False Point and the wind, both at that station and Gopalpore, was from the northwestward, so that it appeared as though the centre, while filling up quickly, had passed on to the head of the Bay, but from the Bay of Bengal Chart, the information for which was probably more complete than that for the India report, it appears that the storm passed inland over Orissa as early as between 3 and 5 A. M. on the morning of the 20th when the barometer read about 29.48 inches at Gopalpore and broke up completely in the Orissa hills.

This was the only well defined storm during the month, but it is evident from the varying winds, the unsettled weather and the unsteady barometer in Bengal between the 14th and 19th that that Province was visited by several small local depressions at that time. It has been pointed out above that on the 14th the large depression over the south of the Bay had begun to approach the Madras side of the Bay. This left the east side of the Bay open to an advance, induced by the cyclonic circulation of moist southerly and south-westerly winds from Equatorial regions, and these winds probably travelled right up the Bay and into Bengal where they deposited their moisture and gave rise to the local storms in

the lower atmosphere.

Rainfall.—The rainfall of the past month has been almost wholly associated with the disturbances mentioned above, that in Madras and the Circars falling during the existence of the large storm of the 13th to the 20th of November, that

in Bengal being associated with the local disturbances noticed above.

During the first few days of the month fairly general, though slight, showers occurred in the south of the Indian Peninsula and in Lower Burma. These showers gradually decreased, ceasing altogether in the Peninsula on the 10th, but continuing in Burma. On the 14th rain began around the head of the Bay and in Assam and on the 15th extended southward all over the Carnatic, at the same time becoming heavier in Bengal. On the 16th a similar distribution of rainfall continued, the amounts being still larger in Bengal than elsewhere, but on the 17th rain fell off in Bengal while it extended and became heavier in the south of the Peninsula. As the storm advanced northward up the Bay the area of heaviest rainfall advanced with it, being reported from Vizagapatam on the 18th, from

Gopalpore on the 19th and 20th, and from Orissa on the 21st. The weekly returns of rainfall show that during the week ending on the 18th, i.e., when the heavy rainfall was occurring in Bengal and the cyclonic storm was mainly affecting the Carnatic coast, one station in Deltaic Bengal received 10, a second  $8\frac{3}{4}$  and a third 7 inches of rain; while in Central Bengal, Pubna received 8 and two other stations  $6\frac{3}{4}$  inches. During the same period the maximum falls were about 4 inches in Orissa and between  $5\frac{1}{2}$  and 6 inches in Madras. In the following week, however, when the cyclonic storm was passing along the Circars and Orissa coasts larger amounts were reported. Sompet received 20½ inches; Puri 13 inches; Cuttack 8 inches; Banki 5 inches; and Balasore 3½ inches. The rainfall in Eastern and Deltaic Bengal was still heavy, but was lighter than in the preceding week and much lighter

than that in Orissa and Ganjam.

During the period of disturbed weather, which succeeded the breaking up of the depressions, showers fell around the Bay, but the amount and extent of the rainfall gradually decreased, so that by the 30th, the only falls reported were at Rangoon and Tavoy and a local shower at Sibsagar.

The whole of North-Western India, the Gangetic plain, Central India, the Central Provinces and the north and centre of the Peninsula were wholly or practically without rain. The final results of the month's rainfall as shown in the concluding table are a general deficiency, except in Behar, Assam, Lower Bengal, and Orissa and the Circars. The greatest excess was in Lower Bengal where about six times the normal amount fell followed by Orissa and the Circars, where twice the average fell. In the south of the Peninsula, viz., Malabar, Mysore and the Carnatic, there was a large deficiency.

The following table gives complete data, and shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district:—

Districts.	Number of Stations.	Normal average rainfall in November.	Actual average rainfall in November 1889.	in
		•	A A A	
Punjab, West	7	0.50		
East	4	0.53	0.01	-0.58
North-Western Provinces, Trans-		0 23	0	-0.53
North-Western Provinces, Cis-Gan-	. 7	0.50	0.10	<u>—</u> 0 10
getic	3	0.02	0	-0.04
North Bengal	2	0'35	0'41	+0.06
Assam—Cachar	3	0 21	0.02	-0.19
	3 8	0.73	1.50	+0.26
Lower Bengal and Chutia Nagpur . Orissa—North Circars .		0.69	4.13	+3.44
Central Provinces, South	5	4.76	9.75	- 4'99
Berar, Khandeish	7	0.21	. 0	-0.21
Rajputana, Central India, Saugor	2	0.43	0	-0.73
and Nurbudda .				
Sind—Cutch	9	0.20	0	-0'20
Guze at	3	0 02	0	-0 02
Konkan .	3	0'20	0	-0.50
Deccan-Hyderabad .	4	0.81	0.04	<b>−</b> 8.77
Malabar .	5	1,38	0.29	-1.00
Mysore—Bellary	5	4.64	1.06	-2.68
Carnatic .	6	4'97	1.46	-3.21
Lower Burma		9.08	2.81	-6.27
Ceylon	7	4'41	2.49	-1.02
	•	® 13.33	10.40	-2.63

W. L. DALLAS,

for Meteorological Reporter to the Govt. of India.

SIMLA, The 19th December 1889.

### GOVERNMENT OF INDIA. REVENUE AND AGRICULTURAL DEPARTMENT.

### Weather Review of India for the week ending at 8 a.m. on Monday, December 16th, 1889.

The weather reports of the past seven days show that the exceptionally settled weather, which has now prevailed over India for a considerable period, has continued. The barometer has been steadily high over North-Western and Central India and steadily low over the south of the Bay. The winds, which have prevailed, have been mainly anti-cyclonic, radiating out from the high pressure area and have consequently been dry so that the rainfall has been practically nil throughout the whole of India. Over the south of the Bay conditions have probably been unsettled, but the unsettled area has been so far south that its effects have not been felt in any part of India, though the variations in the wind direction at Colombo and the rain which has fallen there, show that immediately to the south cyclonic conditions have prevailed.

The chart of the 10th showed that the high pressure area overlay Central India where the barometer marked over 30.06". From this region pressure decreased slowly in a south-easterly direction and was lowest over the Andaman Sea and the south of the Bay. In the Punjab and Upper Sind the barometer had fallen rapidly and irregular cyclonic winds prevailed in this region. In other

parts of India anti-cyclonic winds were reported radiating out from the high pressure area in Central India. In parts of Lower Burma, however, the wind was easterly and at Colombo north-easterly. The chart of the following day showed that the relatively low pressures, reported from the west of the Punjab and Upper Sind had disappeared and readings were as high there as in Central India. There was no important change in the winds. On the 12th the barometer was rising everywhere, but the amount of increase was fairly uniform, and the relative distribution was unaltered. The wind directions were unchanged. On the 13th the barometer was falling except in Bombay and the Deccan. The fall was greatest in the North-West and the high pressure area in that neighbourhood had disappeared. Readings now decreased from 30·10" and above, over Central India and the Deccan, to 29·90" and below, to the east of Ceylon. Calms and light variable breezes prevailed in the North-West as well as within the high pressure area noticed above, but elsewhere the wind currents were unaltered. The chart of the following day showed no change of importance, but on the 15th there had occurred a considerable extension of the high pressure area which covered the Punjab, Rajputana, the North-Western Provinces, Behar, the Central Provinces and the Deccan. The only important feature in the winds was the strengthening of the current at Diamond Island. On the 16th there was little or no change in the position, &c., of the high pressure area, but the barometer had fallen over the Bay and the gradient had increased somewhat. The wind had continued to strengthen at Diamond Island and was rising on the Madras Coast hence it appeared probable that a disturbance was forming over the Bay.

Temperature.—Taken as a whole, the temperature of the air over India during the past week has been low. The greatest general deficiency was on the 14th after which date the amount of the depression decreased, and at the close of the week was very slight indeed. The Punjab was, relatively to the average, the warmest province, the mean temperature of five out of the seven days exceeding the average; in Burma three days, in Sind and Rajputana two days, and in the North-Western Provinces, Central India and Madras one day were warmer than the normal. In the remaining Provinces the week was relatively cool throughout

The following table shows the variations of the mean temperature of the present and of the past weeks from the normal average:—

Provinces.	Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
Burma Bengal North-Western Provinces Punjab Bombay Central Provinces Guzerat and Central India Sind and Rajputana Madras	0 +0.7 +0.6 +1.5 +0.8 -0.3 +2.9 +1.6 -1.3 +1.2	0 -0.2 -1.1 -1.0 +0.5 -2.1 -1.7 -1.1 -0.2 -1.6

This table shows a considerable fall of temperature relatively to the average in nearly all provinces. In Sind and Rajputana, however, there has been a slight rise and in the Punjab the fall is trifling.

Rain.—As mentioned above the week has been practically rainless throughout the whole of India. The two Assamese divisions report slight showers, and a few drops of rain fell at Tavoy on the 15th, but with these exceptions there has been no rain in any part of the country.

The second columns of the concluding table shows that except, in the south of the Peninsula, the normal rainfall of the week is very light, but that, except in Tenasserim and the east of the North-Western Provinces, showers are ordinarily experienced in all parts of the country.

The final column of the table shows the large seasonal deficiency which exists in North-Western India and the south of the Peninsula.

		RAINFAL ENDING I	L DATA F	OR WEEK BER 1889.	RAINFALL TOBER TO	DATA FROM	MISTH OC MBER 1889
PROVINCE.	Division.	Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall or season to date,	Average normal rainfall, 15th Oc- tober to 16th De- cember.	Excess or defect of (Seasonal rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent
• (	Tenasserim	0	0	0	16.78	5.03	+234
	Lower Burma	0	: 0'04	-0.04	7'42	5'97	+ 24
BURMA	Central do	0	0.03	-0.03	6.06	4.11	+ 47
	Upper do	. 0	0.28	-0.58	3.02 7.39	5.69	+ 30
	Factorn Bangal						
	Eastern Bengal	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.02	-0.02	7:33	4'07	+ 80
	Do. (Brahmaputra)	0.03	0.24	-0.10	4.59	3.77 2.88	+ 22
	Deltaic Bengal	0	0.02	-0.02	9'52	3.03	- 50 +214
BENGAL AND ASSAM	Central do	0	0'03	-0.03	3'57	2'46	+ 45
BENGAL AND ASSAM	North do	0	0.00	-0.00	0.60	2.2	- 77
	Orissa	0	0.55	-0.55	15'44	5'71	+170
	Chutia Nagpur	0	0,10	-0.10	2'99	1.83	+ 63
	Behar (South)	0	0.11	-0.11	0.24	1.62	- 67
•	Do. (North)	0	0.02	-0.02	0.42	1.36	- 69
entral de la companya de la companya de la companya de la companya de la companya de la companya de la companya	North-Western Provinces						the transfer
	(East)	. 0	0	0	1.53	0.89	+ 38
· 自由的基本的 (1995年) [1995]	Oudh (South)	0	0.02	-0.02	0.02	0.43	- 88
NORTH - WESTERN	Do. (North)	0	0.13	-0.13	0,04	0.34	- 88
PROVINCES AND	(Central)	0	0'03	-0.03	0.01	0'42	- 98
OUDH.	North-Western Provinces		- 3				
	(West)	0	.0'07	-0.04	0	0.30	-100
	(Submontane)	0	0.15	-0.13	0'14	0.21	- 73
	Decish (Court)					Section 1	
	Punjab (South)	0	0.07	-0.07	0	0'27	-100
	Do. (Submontane)	0	0.04	-0.54	0	0.01	-100
PUNJAB		0	0.43	-0.43	0	1.50	-100
Participations of a control of	Do. (North-west) .	0	0.18	-0.18	0'02	1.12	- 90
	Do. (West)	0	0.04	-0.04	0	0.27	-100
m 10 m 11 /	Malabar	0	0'42	-0.42	10.66	11.10	-
	Madras (South Central) .	0	0.63	-0.63	4.86	11.38	- 5
BOMBAY AND MALA-	Coorg	0	0.38	-0.38	11.76	8:74	+ 3
BAR COAST DIS-	Mysore	0	0'22	-0'22	2.10	4.10	-50
TRICTS (MADRAS).	Konkan	0	0.05	-0.05	11.00	2.01	+14
The Market State of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of t	Bombay Deccan	0	0.10	-0.19	2.10	3.00	+ 4
1	Khandesh		0.04	-0.04	1:26	2.76	- 5
and carry a con-	Berar	0	0.31	-0.51	3'14	2'45	+ 28
CENTRAL PROVIN-	Central Provinces (West) .	0	0.13	-0.13	2'95	1.50	+120
CES AND BERAR.	Do. (Central)	0	0.08	-0.08	1.72	148	+ 40
(	Do. (East) .	.0	0.00	-0.00	1'97	1.53	+ 60
(	Guzerat	0	0.03	-0.03	0.02	0'52	- 90
BOMBAY (NORTH)	Kattiawar	U	0.03	-0.03	0	0.58	-100
(	Sind	0	0.01	-0.01	0.01	0.11	- 90
RAJPUTANA AND	Central India (East). Rajputana (East), Central	. 0	0.13	-0.13	0.13	0*84	- 8
CENTRAL INDIA.	India (West)	0	0.01	-0.01	0	0'40	-100 -100
					10.00		Carte
1	East Coast (North)	0	0.33	-0.33	8:00	8.78	+ 4
March State Company of the State Company	III.doubled (Courte)	0		-0.08	2'46	3.00	— I
MADRAS	Madras (Central)	0	0'14	-0'14	4.26	4'45	+
	East Coast (Central)	0	0.23	-0.23	8.75	14.12	- 3
	Do. (South)	0	1.13	-1.13		15:67	- 4
THE PROPERTY OF THE PARTY OF TH	Madras (South)	0	0'70	-0.70	3.65	12.30	- 7

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

SIMLA, 19th December, 1889.

E. C. BUCK, Secretary to the Government of India.

### GOVERNMENT OF INDIA.

### REVENUE AND AGRICULTURAL DEPARTMENT.

### Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—For week ending 21st December.—No rain in the northern disdricts of Bellary, Anantapur, and Kurnool; moderate in Coimbatore, South Canara and Malabar; good elsewhere. Crops greatly benefited and improving after the recent rains, but more rain is still wanted in Nellore and many of the southern districts. Paddy blighted in parts of Cuddapah, South Arcot and South Canara. Prices falling in Ganjam, Nellore, Madras, Chingleput, Trichinopoly, Madura, Tinnevelly and Salem, rising or stationary elsewhere. General prospects much

Bombay.—For week ending 24th December.—Standing crops need rain in parts of the Deccan and Karnatak, otherwise generally good. Cotton prospects favourable, except in parts of Broach. Opium sowing in Baroda and harvesting and sowing operations generally progressing. Fodder generally sufficient and agricultural stock healthy.

Bengal.—For week ending 24th December.—No rain fell during the week. The winter rice crop is being cut and gathered. In most districts an average The winter rice crop is being cut and gathered. In most districts an average or nearly an average, and in some more than an average, crop will be obtained. In parts of Western and Central Bengal, the Sudder Sub-Division of Balasore, and the Palamow Sub-Division of Lohardugga, the outturn will be short. Rabi crops are generally reported on well, but in Behar a shower of rain now would do much good. Poppy is doing well, and the weather is very favourable for the cultivation. Sugarcane good, except in Pubna, Dacca and Furreedpore. Tobacco a promising crop, as also ganja in the Rajshahye district. The appearance of new rice in the market has had the effect of lowering prices in Bengal, Behar and Chota Nagpore generally. In Balasore and Cuttack the price of common rice was steady during the week. common rice was steady during the week.

North-Western Provinces and Oudh.—For week ending 25th December.—Weather clear and cold. Rabi crops generally thriving. Rain much wanted in unirrigated areas. Food stocks ample. Prices fairly easy.

Punjab.—For week ending 25th December.—No rain. Prices rising in Rawalpindi and Shahpur and stationary elsewhere. Sowing of rabi crops nearly completed; rain is much needed for further sowings and for the standing crops. Prospects of standing crops good for the present. Fodder sufficient throughout the Province. Poppy sowing in progress in Jullundur.

Central Provinces.—For week ending 25th December.—Weather cool and slightly cloudy at times. Kharif crops being harvested, outturn good. Rabi crops in good condition. A little rain would be beneficial to wheat and gram, especially in the Narbada District. Prices steady.

Burma.—For week ending 21st December.—The crop prospect throughout Lower Burma is good. In Upper Burma crops for the most part promise well. The price of paddy has fallen in Bassein, Tavoy, Katha and Yamethin, but it has risen in Bhamo; elsewhere prices are stationary.

-For week ending 25th December .- Weather seasonable. Harvesting of cold weather rice continues. Prospects of tea and other crops good.

Mysore and Coorg.—For week ending 25th December.—Slight rain in the Civil and Military Station and in the Bangalore and Hassan districts. Crops generally in good condition; outturn fair. Prospects favourable, but more rain required in the Bangalore district. No material change in prices.

Rainfall '97 inch in Coorg. Coffee picking and rice harvest in progress.

Berar and Hyderabad.—For week ending 25th December.—In Berar the weather is clear and cold. Jowari reaping and cotton picking still continues. Rabi crops good. Cattle healthy. Fodder sufficient. Prices almost stationary.

No rain in Hyderabad during week. Harvesting of abi crops concluded. Rabi crops thriving. Prices stationary.

Central India.—For week ending 25th December.—Condition of crops in Bhopal fair. Rain wanted to improve them. Agricultural stock indifferent. No other material changes during week.

Rajputana.—For week ending 25th December.—Agricultural operations satisfactory. Standing crops good but somewhat damaged by locusts in a few districts of Marwar. Cotton cultivation injured by cold in Kerowli. Agricultural stock generally good. Pasturage or fodder generally sufficient but dear in Marwar. Prices steady generally.

Nepal.—For week ending 19th December.—No rain. Weather cold; mornings foggy. Winter crops thriving.

E. C. BUCK, Secretary to the Government of India.



### GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

No. XXXV of 1889-90.

### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used, as far as possible.

(			CEMBER, 1			EMBER, 18		RECEIPTS F	ROM	RECEIPTS I	FROM	ią
	Programme Sales and a	mean pen.	RECEIPT	rs.	mean pen.	RECEIPT	s.	DECEMBER,		NOVEMBER,		Total
Latest Return received.	RAILWAYS.	Total mea length open.	Total.	Per mile open.	Total mea length open.	Total.	Per o mile open.	Total.	Per mile open per week.	Total.	Per mile open per week,	Increase in 1889-90
	State Lines worked by		R	R	1201,0	R	R	dv <b>R</b> ene	R	R	R	R
7th Dec., 1889 7th ditto 7th Dec., 1889 7th ditto	Companies East Indian Patna-Gya Dildárnagar-Gházipur Sindia Rajputana-Malwa Bengal-Nágpur (d) Southern Mahratta(f)	1,514 57 12 75 1,664 183 854	9,74,948 7,443 732 6,277 3,36,034 24,260 72,853	644 131 61 84 202 133 85	1,526 57  1,672 305 978	(a) 9,06,570 8,989 (b) (c) 3,87,000 (e)32,494 70,957	594 158  231 107 73	2,85,51,194 3,32,736 42,346 2,36,829 1,19,47,026 9,39,529 26,25,078	537 166 101 90 205 145 88	(a)2,84,99,688 3,27,716 (b) (c) 1,26,08,674 (e)11,45,136 26,84,428	534 164  217 109 87	6,61,641 2,05,60 59,35
7th ditto .	Ditto Mysore Sec- tion Indian Midland	140 136	11,407	81 83	296 746	19,800 (g),77,893	67 104	3,96,877 4,38,577	81 92	6,37,119 (g)19,74,644	7 <sup>2</sup> 83	2,40,24 15,36,06
oth Nov., 1889 oth ditto	Villupuram-Guntakal, Nellore Branch Bareilly-Pilibhit	83 36	4,162 2,037	50 57	8 <sub>3</sub>	4,582 2,421	55 67	1,66,079 55,673	57 45	1,66,026 68,358	57 56	12,68
	TOTAL .	4,754	14,51,431	305	5,699	15,10,706	265	4,57,31,944	275	4,81,11,789	251	23,79,84
oth Nov., 1889 7th D , 1889 7th ditto 7th ditto 7th ditto	Bengal Central	2,411 692 125 45 673 27 273	4,92,145 1,19,709 12,609 20,095 2,53,052 2,242 34,285	204 173 101 446 376 83 126	2,477 692 125 45 747 27 273	5,86,214 1,53,501 14,650 15,586 3,11,340 1,899 45,567	237 222 117 346 417 70 167	1,69,78,113 44,97,087 4,89,939 5,27,345 71,52,625 67,188 11,01,402	201 186 112 335 304 72 123	1,85,28,791 49,89,644 5,10,002 5,19,539 74,38,982 64,453 12,82,885	215 200 117 332 295 70 138	15,50,67 4,92,55 2,006  2,86,35 1,81,48
ard ditto .	Lucknow-Sitapur-Sih- ramau . Jorhát . Cherra-Companyganj.	105  7	4,182  262 63,022	40  37	105  7	7,002 (i) . 357 80.705	67  51 162	1,67,124 (f)39,922 5,415 10.62.186	45 38 22	2,10,555 (k)40,167 6,929 20,28,428	57 47 28 162	43,43 24 1,51 10,66,24
	TOTAL .	4,799	10,02,503	209	5,051	12,25,911	243	3,29,88,346	197	3,66,20,375	208	36,32,02
oth Nov., 1889 oth ditto oth ditto 7th Dec , 1889	Lines worked by Guaranteed Companies. Madras South Indian Great Indian Peninsula Bombay, Baroda and Central India (o)	840 654 1,504	1,69,618 97,492 (m)8,13,307 2,55,102	202 149 541	840 654 1,447 461	2,08,556 1,04,552 (n)8,67,547 2,65,000	248 160 600	56,97,775 37,11,216 m2,66,52,580 81,00,323	194 162 508	62,21,854 38,82,512 n2,14,25,439 83,08,518	212 170 426	5,24,07 1,71,29  2,08,19
	TOTAL .	3,459	13,35,519	386	3,402	14,45,655	425		365	3,98,38,323	336	
STATE)	AL (GUARANTEED AND	16,012	37,89,453	291	14,152	41,82,272	296	12,28,82,184 6,41,57,486	270 141	12,45,70,487 6,51,78,942	256 134	16,88,30
	NET RECEIPTS							5,87,24,698	129	5,93,91,545	122	6,66,84
7th Dec., 1889 oth Nov., 1889	of Dibru-Sadiva	22 78	5,023 8,046	228 103	22 78	5,288 8,812	240 113	1,88,401	245 109	1,82,829 3,20,891	238	21,97
	Bengal and North- Western	376 67	35,559 4,711	95 70	376 67	35,710 6,174	95 92	15,14,922 2,50,736	115	15,65,886 2,77,193	119	
	TOTAL .	543	53,339	98	543	55,984	103	22,52,972	119	23,46,799	124	93,8
7th Dec., 188	Native States. His Highness the Nizam's Guaranteed His Highness the Gaekwar's His Highness the	310	36,947 3,123	119	354 59	45,186 2,640	128	11,24,113 89,811		f 100 0		
/til dicto	Gaekwar s Viramgan Mehsana-Vadnagar		859	41	27	850	31	30,069	41	34,689	37	4,6
7th ditto 7th ditto 7th ditto	Bhávanagar-Gondal- Junágarh-Porbandar Morvi Jodhpore		32,042 3,571 5,370	153 53	329 68 124	25,403 3,005 6,100	77 44 49		48	1,24.877	52	9,5
	TOTAL	791	81,912	-	961		87	22,70,058	85	28,67,235	90	5,97,7

a) Includes the Dildárnagar-Gházipur State Railway.

(b) Included with East Indian Railway.

(c) Included with Indian Midland Railway.

(d) Includes the Katni-Umaria Branch.

(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.

(f) Includes the Bellary-Kistna State Railway.

(g) Includes the Sindia and Bhopal Itarsi Sjate Railways.

(h) Includes the Amritsar-Pathánkot and Pagarra-Bhatinda State Railways.

(i) Return not received.
(j) Total receipts from 1st April to 24th November 1888.
(k) Fotal receipts from 1st April to 23rd November 1889.
(l) Includes the Toungoo-Mandalay extension.
(m) Includes the Dhond-Manmad, Khamgaon, Amraoti and Bhostate Railways.
(n) Includes the Dhond-Manmad, Khamgaon and Amraoti State R.
(o) Includes the Patri Branch.

M. C. BRACKENBURY, Major, R.E. Under-Secreta

CALCUTTA, The 27th December, 1889. National Library. Calcutta.